

THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., THURSDAY, MARCH 10, 1910—VOL. II., NO. 88.

PRICE TWO CENTS.

BOSTON MERCHANTS DEMAND PROTECTION FOR BUSINESS AREA

Big Protest Is Expected at Hearing This Afternoon on Proposed Sale of Mason Street Fire Station.

SPEED TRIAL MADE

Underwriters and Other Interests Believe Park Square Is Too Remote From Contested District.

A vigorous protest is being presented this afternoon at the hearing scheduled to begin at 3 o'clock before the mayor of Boston on a proposal to remove the principal downtown fire apparatus from the present fire station in Mason street to Park square.

Boston fire underwriters, large business firms and theater owners in the shopping section have lined up against the proposition and in addition there will be presented practical facts which will argue strongly against the removal.

The mayor has had a speed trial made from Park square to the corner of Tremont and Winter streets, and it took the department something like four minutes to make the run and to any other section of the shopping district on Washington street it would have taken even longer. This would mean a difference of from two to three minutes to any part of the shopping district, the difference being in favor of the present location of the station.

Mayor Fitzgerald has desired to dispose of the city property in Mason street now occupied by the school committed as headquarters and as a fire station, but will not consent to a sale (Continued on Page Five, Column One.)

AUTOMOBILE MEN FORESEE COMBINE OF BIG CONCERN

DETROIT—The whole automobile trade centering here is today awaiting the return of President Flanders of the Everett-Metzger-Flanders Automobile Company from New York, where he closed the deal by which J. P. Morgan & Co. bought the stock and plants of the E.M.F.

A large part of the trade credits the story that the purchase is another coup by the Morgan house by which a gigantic combination of the Studebaker Automobile Company of South Bend, Ind., the General Motors Company of this city and the United States Motor Company of Tarrytown, N. Y., will be effected, making the most powerful concern of its kind in the world. The reorganization of the E.M.F. contemplates the recapitalization in from \$30,000,000 to \$50,000,000.

The Morgans have long acted as financial agents for the Studebakers. Herbert L. Satterlee, son-in-law of J. P. Morgan, is known to be a large stockholder in the General Motors and the United States Motor Company.

NEW YORK—Whether J. P. Morgan & Co. or the Studebaker Vehicle Company of South Bend, Ind., is to be the third great concern in the automobile world is today the topic of conversation on Wall street and lower Broadway.

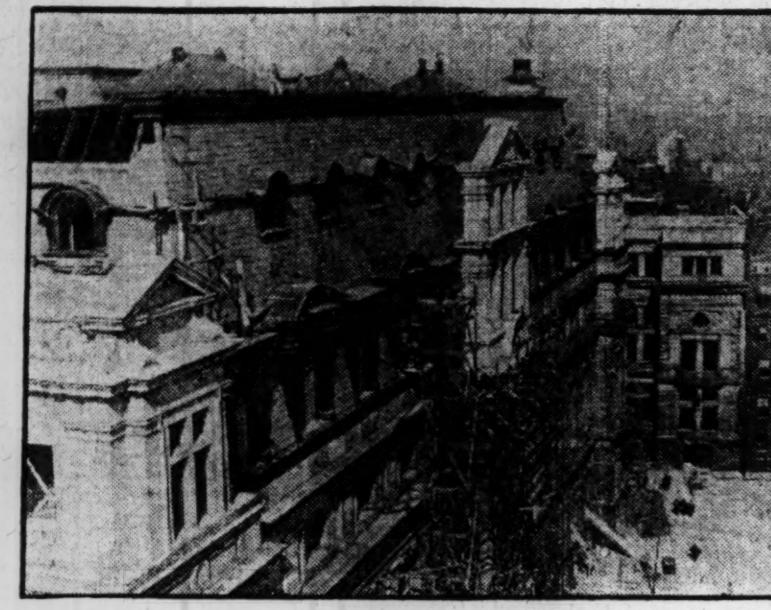
The Morgan firm has stated that its purchase of the E.M.F. interests at Detroit was in behalf of the Studebakers, while it is also asserted that the Morgans intend to form a \$30,000,000 combination to market automobiles.

There are at the present time two corporations in the automobile industry, one of which has developed enormously. In a little more than a year, the other being launched only a few weeks ago. They are the General Motors Company and the United States Motor Company. The former has a capitalization of about \$60,000,000, the latter of \$16,000,000.

AUTO COMPANY NOT ABSORBED. Henry W. Nuckles, vice-president and general manager of the Columbia Car Company, denies the rumor that since the formation of the United States Motor Company, the \$16,000,000 consolidation of automobile manufacturing interests, the Maxwell-Briscoe Motor Company, one of the principal members, had absorbed or was in control of the Columbia Motor Car Company.

NEW DEPARTMENT BUILDINGS. WASHINGTON—The Senate held a long session Wednesday and disposed of nearly all the bills on the calendar, among the bills passed being that appropriating \$12,000,000 for the erection in Washington of buildings for the departments of state, justice and commerce and labor.

Discloses Courthouse Changes



HOW NEW COURTS BUILDING LOOKS.

Staging being removed from the Pemberton square building shows for the first time the alterations now well under way.

STAGING is being removed from the front of the courthouse in Pemberton square, so that for the first time it is possible to obtain a good view of the extensive additions being made. Two stories are added on Pemberton square, and one story on Somersett street. The new extensions greatly enhance the architectural appearance of the building, bringing it more into harmony with the nearby towering office structures.

The work will not be fully completed until about a year from date. April 1, 1911, is the end of the allowed time, but it is thought that the additions will ready for occupancy before then. Operations began last fall.

The following are the changes and additions made: Thirteen new court rooms, 13 new judges rooms, 19 new jury rooms, 8 new hearing rooms, 4 new opinion rooms, 9 new waiting rooms; the registry of deeds will be increased 100 per cent, social law library 50 per cent, district attorney's room largely increased, also clerk's room of the superior civil court, the municipal civil court, the municipal criminal court, and the superior criminal court; juvenile court accommodations will be about double. No arrangement has been made for changes in the detention rooms, but a bill is pending before the Legislature asking for new rooms.

The elevator service will be doubled and a special electric elevator will be provided for judges. The commission in charge is as follows: Chairman James R. Dunbar, Judge Joseph J. Corbett and W. H. Wellington. W. Alexander is clerk of the works.

FILE NEW STANDARD OIL BRIEF TODAY IN THE SUPREME COURT

MAYOR MAKES PLEA FOR NEW RAILROAD TO REACH BUFFALO

(Continued on Page Four, Column One.)

WASHINGTON—An additional brief in two volumes was filed by the Standard Oil Company today in its appeal to the supreme court of the United States. There is one book of 181 pages devoted to the law and one of 269 pages setting forth the facts in the case. Points made in the brief include the following:

"The plants and properties of the Standard Company have always been in a common ownership since their acquisition or creation.

The Sherman act has no application to the acquisition by the Standard Oil Company of New Jersey of the stocks of manufacturing and mining or producing corporations.

"The contracts, combinations and conspiracies of section 1 of the Sherman act are contracts, combinations and conspiracies which restrict the freedom of the parties or strangers in the conduct of their business.

"The acquisition of the stocks of the subsidiary companies by the Standard Oil Company of New Jersey in 1892 was not such a combination or conspiracy in restraint of trade.

"Monopolizing within the second section of the act is the exclusion of others from a trade by illegal means.

"The Standard Oil Company of New Jersey was not monopolizing or attempting to monopolize or combine with any one else to monopolize when this proceeding was instituted.

"The ownership of the pipe line systems has not been a means of monopolizing.

"The circuit court had no jurisdiction over the appellants."

(Details of the government brief filed in the Standard Oil case will be found on Page Six.)

DEMOCRATS TODAY WILL ANNOUNCE MR. FOSS AS CANDIDATE

Announcement will be made today from the headquarters of the Democratic state committee that Eugene N. Foss will accept the nomination for congressman in the fourteenth district to oppose William R. Buchanan of Brockton, the Republican nominee.

Mr. Foss was the Democratic candidate for Lieutenant-Governor last fall and was given the credit for the big reduction in the Republican plurality.

Should Mr. Foss fail to land the election to Congress he will take an active part in the state campaign next fall and it is intimated that he may replace James H. Vahey for the head of the Democratic ticket.

CESTRIAN ALONE SAILS TODAY.

The Leyland line steamer Cestrian was the only European liner to sail today, although the Warren liner Michigan and the Pretorian of the Allan Line were both scheduled to sail. Delay in the receipt of cargo caused the postponement.

MR. GARFIELD TEARS DOWN AN ATTEMPTED BALLINGER DEFENSE

Agreed, Says Ex-Secretary, to Amend Cale Bill to Permit Perfection of Cunningham Claims.

MARKS VITAL POINT

"Prosecution" Alleges That Measure Was Introduced in Order to Legalize Grabbing of Alaska Coal Lands.

WASHINGTON—Denying that he had any part in the "clear listing" of the Cunningham cases, and declaring that to the best of his recollection at least one statement made to President Taft by Secretary Ballinger in his letter of defense against the Glavis charges was untrue, former Secretary of the Interior Garfield today exploded his first bombshell in the congressional investigation of the conservation controversy.

Other vital points in the Ballinger-Pinchot controversy were discussed at today's session of the congressional investigating committee, when former Secretary Garfield resumed the witness stand.

One was the coal land legislation considered by Congress during his term as secretary of the interior and the attitude of then Commissioner of General Land Office Ballinger, particularly with regard to the Gile bill.

One of the chief charges against Secretary Ballinger was his alleged support of this measure. Senator Root read a portion of the testimony given by Mr. Ballinger at the time this bill was up in Congress, the senator's intent apparently being to show that Mr. Ballinger had appeared, not in support of the measure, but to amend it.

Mr. Ballinger, Senator Root showed, had advised the addition of a clause to the bill providing for the classification of coal lands according to the quality and

(Continued on Page Four, Column One.)

BOARD OF CONTROL FOR STATE'S CITIES URGED BY SPEAKER

PARK COMMISSION TODAY GETS "FOUR ROW" TREE PROTEST

MELROSE PETITIONS OUT.

Papers petitioning the city of Melrose for a referendum vote on the police signal system bond order have been taken out by Alderman William J. Bowser and have been put in circulation to secure the necessary 100 signatures placing the matter on the ballot at the next municipal election for action by the voters.

(Continued on Page Four, Column Seven.)

PEARY POLE PROOF TOO DEEP FOR COMMITTEE SAYS EXPERT

WASHINGTON—Commander Robert E. Peary's polar proofs would be absolutely meaningless to a committee of Congress although they were clearly convincing to the National Geographic Society, according to Prof. Henry Gannett, one of the three members of the committee of the society which verified the Peary data.

It has been commonly believed that the Boston Society of Architects favored the moving of these trees. This society has been canvassed, and 80 members who took a positive stand 50 members—0.62% per cent of the membership—do not wish the park commission to proceed with the work just being started. There are representatives of 3430 linear feet of

words and figures to the legislators.

"The findings of our committee," said Professor Gannett, "were approved by the society and accepted by practically every scientific body in the world. There was no doubt in our minds, after checking up the evidence in every possible manner, that Commander Peary reached the pole. To us the proof was abso-

Cambridge Mayoralty Opponents



WILLIAM F. BROOKS.
Present Democratic incumbent of chief Non-partisan candidate running in executive's chair of the University City.

BUSINESS HOUSES ASK WOODEN PAVING FOR OLIVER STREET

THOUSANDS GATHER AT STRIKE MEETING BUT ARE DISPERSED

PHILADELPHIA—At 1 o'clock today it was estimated that 10,000 strikers had gathered about the National League baseball park and were clamoring for admission, in pursuance to a call for a mass meeting there.

President Horace Vogel of the baseball league had all the gates to the park locked and announced that no meeting could be held without a police permit.

A great cordon of police was on duty around the vicinity of the park and declared the meeting could not be held.

After trying vainly for an hour to get into the ball park the crowd began to disperse. C. O. Pratt, the strike leader, with Attorney Daly, the strikers' lawyer, in an automobile headed a disorganized crowd of about 3000 people, who marched down Broad street in the direction of the city hall. There was no disorder.

Stock of Philadelphia Rapid Transit Company fell \$2 a share on the stock exchange this afternoon.

Enthusiastic over their success in getting out a large number of men at the Baldwin Locomotive Works, the strikers today turned their attention to Cramps shipyards, where 18,000 men work. Strike leaders declare they will get out a large number of the shipbuilders before night.

Citizens generally are aroused over the prospect that a state and eventually a nation-wide strike may grow out of the present situation and a concerted movement to settle the trouble in Philadelphia is well under way. A mass meeting of all business interests is to be held tomorrow to devise means of settling the labor war.

NEW CASTLE, Pa.—That a statewide strike be inaugurated unless a settlement is reached within the next 15 days in the Philadelphia strike was the recommendation made by the committee of mine to the State Federation of Labor here.

Recommendations were also made that the convention instruct the executive committee of the state federation to proceed at once to Philadelphia to confer with the officials of the rapid transit company in an effort to bring about a settlement. The Governor will also be asked to assist and if the committee fails appeals will be made to the legislature.

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Several congressmen, however, take a different view. A few have even gone so far as to infer that Mr. Peary should be disciplined for withholding from his government material and information which under the naval regulations, it was his duty to present to the navy department.

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News of the World Told by Cable and Correspondence

LORDS' UPPER HOUSE REFORM MEASURES TO COME UP MONDAY

LONDON—When Lord Rosebery on Monday launches his plan for the reformation of the House of Lords he will present a set of three resolutions embodying in general terms the course which the peers propose to follow in modernizing themselves.

The first resolution will affirm the necessity for a strong and efficient second chamber for the well-being of the state. The second will set forth that such a chamber will be the best obtainable by the reform and reconstitution of the House of Lords. The third will declare that a necessary preliminary to such reform and reconstitution is the acceptance of the principle that the possession of a peerage should in itself no longer afford the right to sit and vote in the House of Lords.

RUSSIANS ACQUIT M. TSCHAIKOVSKY

ST. PETERSBURG—Nicholas Tschaikovsky, who was being tried on the charge of criminal activity in the revolutionary organization, was acquitted here Wednesday. Mme. Broshkovskaya, who was being tried at the same time, was convicted and sentenced to be exiled.

NEW YORK—American friends of M. Tschaikovsky express the greatest gratification over the acquittal of the Russian, who during his visits to this country, had become intimately acquainted with financiers and statesmen. No plans have been made for the future of Tschaikovsky, but he will probably be brought to this country.

DUBLIN HONOR TO MR. ROOSEVELT.

DUBLIN—The lord mayor of Dublin has received a public letter proposing that Dublin grant to Theodore Roosevelt the freedom of the city.

AT THE THEATERS

BOSTON.

AMERICAN MUSIC HALL—Vauville. BUDWEISER—“Bet Hur.” CASTLE ST. R.R.—“The Spitfire.” COLONIAL—“The Builder of Bridges.” GLOBE—“St. Elmo.” GRAND OPERA HOUSE—“Via Wireless.” HANOVER—“The Sham.” KEITH’S—Vauville. MAJESTIC—“Is Matrimony a Failure?” PARK—“The Man From Home.” SHREVE—“The Midnight Sun.” TREMONT—“The Man Who Owns Broadway.”

BOSTON OPERA HOUSE.

FRIDAY—7:45 p.m.—“Don Pasquale,” followed by scenes 2 of “The Merry Widow.” SATURDAY—8 p.m.—“Tosca.” SATURDAY—8 p.m.—“Rigoletto.”

BOSTON CONCERTS.

THURSDAY—Chickering hall, 8:15 p.m., the concert Longy Club.

FRIDAY—Symphony hall, 8:30 p.m., eighteenth public rehearsal Boston Symphony Orchestra.

SATURDAY—Symphony hall, 8 p.m., eighteenth concert Boston Symphony Orchestra.

NEW YORK.

ACADEMY OF MUSIC—“The Merry Widow.” AMERICAN—Vauville.

AFFLUENT—“The Lottery Man.” BROADWAY—“The Jolly Bachelor.” CANTO—“The Chocolate Soldier.” COLONIAL—“The Man’s World.” COMEDY—“A Man’s World.” CRITERION—“The Bachelor’s Baby.” DRAKE—“The Infernal Sex.” EMPIRE—“Midnight Sun.” GAETY—“The Fortune Hunter.” GLOBE—“The Old Town.” IRVING PLACE—“Point.” JAAMERSTEIN’S—Vauville.

HERALD SQUARE—“The Yankee Girl.” HIPPODROME—Spectacles.

HUDDLESTON—“The Lucky Star.” IRVING PLACE—Dramas and operettas in German.

KELLY & PROCTOR’S, FIFTH AVENUE—Vauville.

KNICKERBOCKER—“The Dollar Princess.” LIBERTY—“The Academians.” LYRIC—“The City.” MANHATTAN OPERA HOUSE—Grand Opera.

MARIE ELLIOTT’S—“The Passing of the Third Floor Back.”

METROPOLITAN OPERA HOUSE—Grand Opera.

NEW THEATER—Repertoire and opera.

NEW YORK—“Bright Eyes.”

STUYVESANT—“The Lily.” WALLACK’S—“Alias Jimmy Valentine.”

CHICAGO.

AMERICAN—Vauville.

CHICAGO OPERA HOUSE—“Miss Patsy.”

COLONIAL—“Such a Little Queen.”

GARRICK—“The Girl and the Wizard.”

GRANADA OPERA HOUSE—“A Woman’s Way.”

HAYMARKET—Vauville.

ILLINOIS—“Seven Days.”

LAUREL—“The Flying Princess.”

LYRIC—“Dick Whittington.”

M’VICKER’S—“Polly of the Circus.”

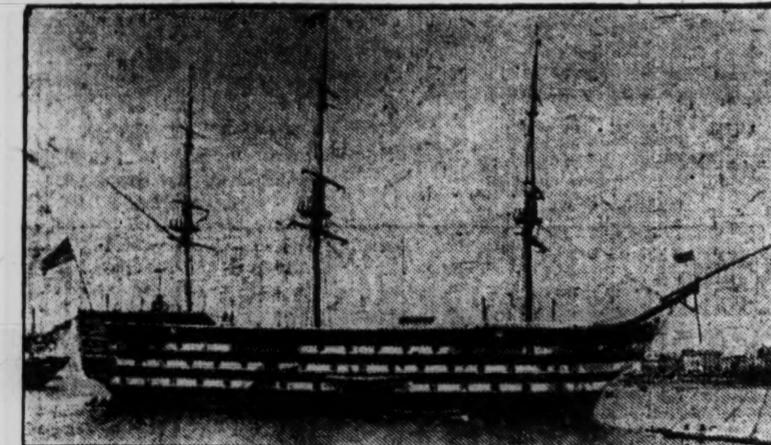
ODYSSEY—“The Fortune Hunter.”

MAJESTIC—Vauville.

POWELL—“Penelope.”

STUDEBAKER—“The Fourth Estate.”

ADDITIONS MADE TO RELICS ON NELSON'S FLAGSHIP VICTORY



H. M. S. VICTORY.

In which old ledgers have recently been added to collection of relics.

(Special to The Monitor.)

LONDON—Most visitors to this country have paid a visit to Nelson’s old flagship, the Victory. It appears that the collection of interesting relics to be found on this vessel will be increased by the addition of the ledgers from which the prize money and the £300,000 voted by Parliament were paid. These books were recently placed upon the market with the result that they were bought and presented to the Victory.

The original Trafalgar memorandum will also now be on view in the British Museum. This manuscript is written by Nelson with his own hand before the battle, and it was from this draft that

the great admiral’s instructions to his captains were copied. The existence of four copies of this document is known, but the remaining three have in all probability been destroyed. The date, Oct. 9, 1805, is written by Nelson’s secretary.

It appears that this interesting memorandum was purchased four years ago by an alderman of Tunbridge Wells, and lent to the town on the condition that it should eventually be sent to the British Museum. The document is framed in oak from the Victory, and is on two sheets of quarto paper, being quite legible and well preserved, although the paper has turned slightly yellow in color.

LONDON LETTER

(Special to The Monitor.)

LONDON—Reference was made some time ago to a scheme which had been proposed for the widening of Fleet street. It may safely be said that Fleet street is one of the busiest, if not the busiest, street in London, but it has the disadvantage of being extremely narrow. It is reported that no less a sum than \$2,000,000 is to be expended on the widening of this thoroughfare. The work, it is hoped will be completed within the next year and a half. It appears that the work of widening Fleet street was commenced as far back as 1858, but owing to a variety of causes, chiefly the length of the leases of certain premises, the work has been very much impeded. Negotiations are being conducted with the various owners of establishments along the route, and the city corporation is determined that the improvement shall be carried out with as little delay as possible. Without having endeavored to find one’s way along this busy thoroughfare during the business hours of the day, it would be difficult to appreciate the great advantage that the widening of the street will be to those whose daily occupation lies in its vicinity.

DONATES GIFT FOR THE STUDY OF LITERATURE

An anonymous donor has offered the

sum of \$2500 a year for at least three years to the British Academy for the purpose of forming the nucleus of a fund for the furtherance of research and criticism, historical, philosophical and literary, in English literature. The donor proposes also that an annual Shakespearean oration or lecture should be delivered on or about the 23d April, also one on English poetry. He further proposes that a gold medal should be awarded on rare occasions to commemorate exceptional achievement in any branch of English learning specified under the fund. The generous offer has been accepted by the council of the academy, who propose to draw up conditions under which the lectures may be most profitably organized.

RAILROAD TO POWLETT RIVER COALFIELDS

It is reported from Melbourne that the construction of the railway to the coalfields at Powlett river has been completed in record time and is now open for traffic. The difficulties experienced recently with the coal workers in New South Wales has been the chief reason for completing the line with such rapidity. It is said that during two months 10,000 tons of coal were extracted from the virgin country and are now lying on the surface ready for transport.

(Special to The Monitor.)

ENGLAND’S NAVAL BUDGET INCREASE

LONDON—This year’s naval estimates show that Britain’s policy of ruling the seas is to be more than maintained. Five new battleships of the dreadnaught type as recently improved, five high-speed armored cruisers, 20 torpedo boat destroyers and several submarine craft are included in the bill. An expenditure of \$203,018,500 is provided for, an increase of \$27,305,000 over 1909.

The increase is almost wholly taken up by shipbuilding armaments authorized by Parliament. By April 1 there will be under construction seven battleships, three armored, nine protected and two unarmored cruisers, 37 destroyers and nine submarines. The estimates provide for an increase of 3000 men and the completion during 1910 of two floating docks to accommodate the largest battleships at Portsmouth and Medway.

(Special to The Monitor.)

OTAWA COUNCIL WANTS NEW TAX

(Special to The Monitor.)

OTAWA, Ont.—The effort made by members of the Ottawa council to institute alterations in the city’s taxation system and tending in the direction of the single tax system, has met with opposition in the provincial Legislature. In the city’s bill submitted this week the first clause dealt with a proposal to submit to the citizens for approval a system of taxation allowing a lower rate to be imposed on land values.

TURKS BELIEVED THE KHEDIVE HAD POLITICAL DESIGNS

(Special to The Monitor.)

CAIRO, Egypt.—The difficulties of the mission of the London Times correspondent who accompanied the Khedive on his pilgrimage to Mecca were somewhat increased by the fact that the Turks discerned in it some political design in which the Khedive and the British government were involved. The correspondent’s despatches were scrutinized and sometimes delayed. A rumor that was spread abroad to the effect that the Khedive had brought a European to the jealously guarded places seemed likely to create difficulties, but the prompt assurance of Prince Kemal Ed-Din, the cousin of the Khedive, that the journalist was an Egyptian subject and their co-religionist, averted any possible unfortunate consequences.

Another story that was set afloat in Constantinople and in Cairo was that the Khedive intended to attempt to wrest the khilafate from the Sultan of Turkey. It was thought that the new regime in Turkey had occasioned sufficient relaxation of the Turkish hold on Arabia—the khedival estimation—to justify him in attempting to establish close relations with the Bedouin chiefs and some of the sectarian leaders of Islam, for predatory purposes. It was inconceivable, in the minds of the Young Turks, that the Khedive should make the Haj accompanied by aides-de-camp and a bodyguard, unless animated by some political ambition. This view, however tenable from the Turkish standpoint, is not consonant with the facts. The cause of his visit was the wish of his mother, who for the past three years has been desirous of performing the pilgrimage

(Special to The Monitor.)

WASHINGTON—Ex-Senator Henry Gassaway Davis, assisted by Gen. George W. Davis, retired, is preparing a memorandum for the Pan-American conference at Buenos Aires, concerning the building of a Pan-American railroad to connect New York and Washington with the capitals of South America. Senator Davis, who was a delegate to the first and second Pan-American conferences, and who is one of the leading men in railroad circles of the United States, is an enthusiast over the possibility of such a railroad, to go even as far south as Buenos Aires in the Argentine and Santiago in Chile.

(Special to The Monitor.)

BRITISH FIRM GETS BIG COAL CONTRACT

(Special to The Monitor.)

ST. PETERSBURG—A contract has just been signed between the Russian government and a British firm for the supply of coal for the Russian navy. The coal is to be shipped from Northumberland and South Wales to various Russian ports on the Baltic Sea. One of the conditions of the contract, a condition inserted for the first time, is that the coal must be delivered as far as possible by Russian steamers or steamers flying the Russian flag. The firm with whom the contract has been made guarantees that at least 25 per cent of the whole quantity supplied will be shipped by Russian steamers. Other firms who sent in tenders offered lower prices, but did not guarantee the shipment of 25 per cent by Russian steamers.

The object of the introduction of this condition into the contract is to encourage Russian ship-owners to trade to British coaling ports with Russian produce and return home laden with British coal.

(Special to The Monitor.)

DURANGO CELEBRATION.

DURANGO, Mex.—As one of the local attractions connected with the celebrations in honor of the centenary of Mexican independence, a live stock show will be held here. Many prizes will be offered for livestock and agricultural products.

CITY HAS LARGE AREA.

The area of the city of Buenos Aires is 186 square kilometers, while that of Paris is only 78, and that of Berlin 65.5.

(Special to The Monitor.)

MR. GOMEZ AT SANTIAGO.

SANTIAGO, Cuba—President Gomez and his suite arrived here Wednesday and a reception was held at the palace, and a ball at the San Carlos Club.

(Special to The Monitor.)

KING EDWARD REACHES BIARRITZ.

BIARRITZ—King Edward has arrived here and was warmly greeted by the people, who had gathered in great numbers at the station.

(Special to The Monitor.)

MAILARD’S VANILLA CHOCOLATE.

Richest in flavor and most enjoyable both for eating and drinking. Sold by leading grocers.

(Special to The Monitor.)

CROWN PERFUMERY CO.

OF LONDON.

Dept. X, 20 East 29th St., New York.

(Special to The Monitor.)

EASTER W. B. Clarke Co.

CARDS 26 & 28 Tremont St

Prince Henry Receives Friendship Committee

(Special Correspondence of The Monitor.)

LONDON—Prince and Princess Henry of Prussia have not yet concluded their visit to this country. They were present at a banquet given recently by the German ambassador, Count Paul Wolff-Metternich, to the King and Queen at the German embassy in London, when among the guests present were the prime minister, Mr. Asquith, Sir Edward Grey, Mr. Haldane, Mr. McKenna, Lord Lansdowne and the Earl of Rosebery. Earlier in the day his royal highness Prince Henry of Prussia received a delegation from the Anglo-German friendship committee at the German embassy, when an address was presented welcoming him to this country. The address was as follows:

“May it please your royal highness:

The presidents, vice-presidents and members of the Anglo-German friendship committee of Great Britain respectfully thank your royal highness for consenting to receive an address during your royal highness’ visit to England, and desire to offer your royal highness a most cordial welcome to this country.

“We earnestly trust that in future

all grounds for distrust and suspicion

may be removed by a closer cooperation

in international matters, and by a full

recognition of the right of each nation

to judge of their respective special needs

and requirements for the protection of

MR. GARFIELD TEARS DOWN AN ATTEMPTED BALLINGER DEFENSE

(Continued from Page One.)

nature of the deposits, the land to be sold at a corresponding figure.

As a defensive argument for Mr. Ballinger, however, this was quickly destroyed by Mr. Garfield.

"Mr. Ballinger," said the witness, "suggested this provision and I agreed with him. But, he also wanted to have all entries made prior to that time to stand on the old law, that is, to let them stand at \$10 an acre with the privilege of consolidation after entry."

"Would this have made it possible to perfect the Cunningham claims?" asked Representative Graham.

A letter which Secretary Ballinger wrote to President Taft was then submitted.

"At the time of my retirement from the general land office," said this letter, "he (Garfield) expressed to me in writing his appreciation of my services to the government and at that time he evidently believed that my motives in all matters affecting the public service were of the highest character. I attribute his change of spirit to the influence of others who have poisoned his mind with untruths."

Mr. Ballinger also stated in this letter that Mr. Garfield so far as he knew had made no effort to learn the real facts relating to any of these matters. This statement Mr. Garfield flatly contradicted on the stand today. He said, moreover, that Secretary Ballinger had in his report to the President, given him to believe that Mr. Garfield was willing to overlook fraud in old coal entries provided the entrymen were willing to pay the new classified rate. Mr. Garfield stated that he had at no time had any intention of recognizing any Alaskan claims made in bad faith.

Mr. Garfield declared unequivocally against the present administration measure to issue \$30,000,000 in certificates to complete existing reclamation projects. He said the scheme was absolutely unnecessary.

"It would," answered Mr. Garfield.

With the testimony of Mr. Garfield, the "prosecution" will have practically concluded.

Thus far more than 1500 printed pages of testimony have been taken. Much of the evidence has been circumstantial and depending largely upon inference for its interpretation. All of the oral testimony, with the exception of that of Secretary Wilson, has been on the Pinchot side. From this testimony Mr. Pinchot's attorneys express the belief that they have established the following contentions, which will now be up to the Ballinger witnesses to disprove:

That Mr. Ballinger, both as commissioner of the general land office and as secretary of the interior, had more than the "formal knowledge" of the Alaskan coal land investigations, and that while commissioner he unsuccessfully attempted to force these claims to patent. That as commissioner he directed the final step for the securing of the Cunningham claims—estimated roughly to be worth \$90,000,000—notwithstanding that a few days before he had directed L. R. Glavis to make a thorough investigation as to their fraudulence; furthermore, that while this step was authorized on Jan. 4, 1908, Mr. Glavis was not notified until two days later, barely in time to prevent consummation of the patents.

That while a member of the national Republican committee appointed to secure campaign contributions, Mr. Ballinger sought to have Mr. Glavis abate his activities until certain interests involved in the Alaska cases should make their contributions.

That Attorney-General Wickersham, in presenting his report on the Glavis charge to the President, suppressed material evidence.

That Mr. Wickersham's criticisms that Mr. Glavis procrastinated and did not prosecute, criminally, some of the Alaskan entrants until after the statute of limitations had begun to run, was unjustifiable because Mr. Glavis made this attempt and was refused assistance by the federal authorities.

That when hearings of the Cunningham cases came to trial, the land office appointed to handle the government's case Special Agent Sheridan, an inexperienced law school graduate.

That when Mr. Glavis expressed to Secretary Ballinger his intention of attempting to secure evidence from certain congressmen who were claimants for Alaskan coal lands, Mr. Ballinger asked him not to do so.

That just before leaving the commissionership of the land office, Mr. Ballinger appeared before the public lands committee of the House in favor of the Cale Alaskan coal land bill, which the "prosecution" maintains, if passed, would have validated the Cunningham claims.

That after having full knowledge as commission of all the Alaskan coal cases, Mr. Ballinger should not have acted subsequently as counsel for Alaskan coal claimants. The "prosecution" contends that this action is in violation of the statute which forbids a public officer acting as attorney in any case involving a claim against the United States within two years after severing connection with the government.

The Ballinger attorneys have already scored one victory in forcing from Mr. Pinchot the admission that practically all of his evidence was not obtained firsthand, but was a "series of inferences and conclusions," based, as the attorneys for the "defense" contend, on hearsay testimony which a court of law would exclude.

Mr. Garfield explained that Secretary Ballinger's position under the old law was that all locators should get their

SEEKS TO CHANGE RIVER IN CHELSEA

Supporters of Bill to Divert Channel to Prevent Floods Heard at the State House Today.

Representatives Robinson, Warren and Carlton of Chelsea, with Chairman W. E. McClinton of the Chelsea board of control and City Solicitor H. Y. James were before the committee on harbors and public lands at the State House today in favor of a petition that the board of harbor and land commissioners be directed to divert and change the channel in Island End river and to dredge a new channel to a depth of 10 feet below mean low water.

The expense of the change is to be borne in the first instance by the community, but thereafter 50 per cent is to be assessed upon any corporation, individual or association which are especially benefited by the change, in proportion to the benefits.

Chairman McClinton explained that the change would make impossible the repetition of the flooding of Chelsea, which occurred last year, and it would incidentally provide for much additional wharfage and make more available that now in use.

The hearing was continued.

GLOVER HEARING CONTINUES TODAY

Samuel D. Elmore is expected to take all of the time at the session of the probate court this afternoon to finish his questioning of Mrs. Lilian M. Glover in the Glover will hearing before Judge McIntire at East Cambridge. The case will then be put over until next Monday.

The firearms and ammunition which were once the property of Clarence F. Glover were identified during the examination of Mrs. Glover Wednesday. The early career and education of the witness were also brought out and the manner in which the witness had helped Hattie LeBlanc and her sisters to come to the United States and get work.

REPORT TO FAVOR RAISING OF MAINE

WASHINGTON—Congressman George A. Loud of Michigan, chairman of a subcommittee on the judiciary committee on naval affairs, has secured a favorable report on his project to raise the Maine. The whole committee is said to be favorably inclined, and the only thing for which there is now delay is that the committee wants a definite estimate on the cost. The outlook is that the job will cost just about half a million dollars.

It is claimed that the wreck is now a serious menace to navigation. It not only occupies part of the roadstead, but is causing the formation of a shoal. To the navy department it is a new thing to raise a battleship. It will probably be done through the construction of a cofferdam around the ship. Then the water will be pumped out, leaving the ship on dry land at the bottom of the harbor.

If the ship can be bulkheaded and floated, it will be the problem of the navy department to determine what to do with her. One possibility is that she may be taken to pieces and sold as junk. Another is that she may be preserved as a relic.

RESUME INQUIRY INTO FARO GAME

The inquiry by the grand jury of Suffolk county into the proceedings of the alleged faro fraud will be resumed this afternoon.

A new and interesting bit of evidence against the so-called faro men came to light Wednesday when Dr. George C. Ainsworth, a respected Boston dentist, went to the Suffolk county court house and told an assistant of District Attorney Pelletier how he had an opportunity—which he did not take—to join in breaking a faro bank in New York city.

George W. Coleman, former bookkeeper of the closed National City Bank of Cambridge, was before the grand jury Wednesday.

SHORT SESSIONS PLEASE CHELSEA

The schools of Chelsea have begun the second term of holding only three all-day sessions during the week. Teachers and the committee declare themselves well pleased with the experiment and claim that the pupils having the two extra half days of freedom are more enthusiastic and do better work during the hours they are actually in school.

There are two sessions on Mondays, Wednesdays and Fridays and on Tuesday and Thursday there is only one session, beginning at 8:30 a.m. and closing at 1 p.m.

land for \$10 an acre, while he maintained that only locators acting in good faith should secure theirs.

WASHINGTON—"Only one man in the United States is in a position to frame an entirely accurate verdict on the Ballinger-Pinchot investigation," said one of the attorneys who has closely followed the proceedings, "and that man is President Taft. For he is the only man who knows all the influences brought to bear upon him for the appointment of R. A. Ballinger as secretary of the interior."

But the investigation, which resumed its hearings today, has brought out that whatever may have been the moving cause for Mr. Ballinger's appointment, the coal interests of Alaska very evidently had such confidence in him that they did not fear to lay their case frankly before him the moment he was in office. During February, 1909, possibly before the country at large was informed that R. A. Ballinger was to be the new secretary of the interior, a meeting was held in Seattle attended by about 20 persons interested in Alaska coal. It is not stated who they were, but from the documents filed at the Ballinger-Pinchot investigation it would appear that very likely most of them were of the millionaire Cunningham group.

At this meeting a committee was appointed to lay the Alaska coal situation before the interior department. The Taft administration went into office on March 4, 1909, and five days later, or on March 9, 1909, a hearing was granted this Seattle committee by Assistant Secretary Pierce of the interior department, "at the request of the secretary," as stated in writing by Mr. Pierce. The principal member of the committee to appear was Falcon Joslin of Fairbanks, who operates a railroad in Alaska. His argument was in the form of a request that the interior department ask Congress for legislation which would permit one body of capitalists to secure and operate not less than 5000 acres of Alaskan coal.

But what effect this hearing had upon Secretary Ballinger will never be known.

BILLS REPORTED AT STATE HOUSE

In the House this afternoon, these committee reports were received:

Education: A resolve to create a state art commission of five persons, to be appointed by the Governor.

Ways and means: A bill appropriating \$325,014 for salaries and expenses in the department of the adjutant-general.

Ways and means: To pass on the bill authorizing the board of railroad commissioners and Boston transit commissioners to investigate the subject of subways in Boston.

URGES MORE MELROSE POLICE. Acting Police Chief Osborne E. Drown of Melrose has asked for the appointment of an additional police officer to the ranks of the regular force to take the place caused by the vacancy made in the department in the retirement of former Chief Frank M. McLaughlin.

EXPLOSION INJURES THREE MEN.

An explosion today in a ditch near the Lower Hill playground at Chestnut Hill injured three men in the employ of Joseph Driscoll & Son, contractors, who were clearing away the debris from a blast of three days ago preparatory to the laying of a sewer pipe.

EMBASSY SECRETARY COMING.

BERLIN—Count Ranaud von Pourtales has been appointed attaché to the German embassy at Washington and will sail for the United States next Saturday. He is a member of the diplomatic family.

NEW YORK CONCERN SCORES A TRIUMPH WITH ANDES TUNNEL

Opponents of industrial disputes investigation by commission or otherwise to avoid strikes will be heard at the State House today by the committee on labor. The petitioners were heard Wednesday.

There are three bills under consideration. The Luce bill following the Canadian act, the Hugo bill, which differs from it in a provision as to a commissioner of labor, and the bill of the American Federation of Labor which aims at giving more power to the present boards.

President Emeritus C. W. Eliot spoke in favor of the Hugo bill Wednesday, as did Robert Luce in favor of his own bill.

The bill to extend the term of sheriff from three to five years was passed to engrossment in the House Wednesday without the amendment giving a referendum to the counties.

The Senate substituted for adverse report the bill of the Rev. Herbert S. Johnson prohibiting those who sell liquor at a bar from also selling it by bottle. The chief argument made against the bill is that it will not help the cause of temperance and will simply reduce the revenue from licenses \$2,000,000.

Those favoring the bill say that this measure will largely confine the business to the bar-rooms.

Governor Draper appointed Wednesday a commission of five to make a study of the high cost of living question and report by May 1. This commission is made up of Robert Luce, chairman, Henry Abrahams, Albion F. Bemis, Medric J. Laporte, and Edward F. Sweeney.

The committee on judiciary will report some bill changing the present law as to means process, which provides for the arrest of a party in a civil suit on the ground that he is going to leave the state.

The committee on judiciary Wednesday reported leave to withdraw the theater managers of Boston on their petition that children under 15 years of age may be permitted to appear in public amusements.

In the House Representative Pope of Leominster opposed the report, leave to withdraw, on the memorial to Congress urging the removal of the tariff on all food products. Representative Washburn of Worcester said that Massachusetts still has grave problems of her own to deal with, and she should devote her energies to matters within her own jurisdiction.

The committee on metropolitan affairs heard the petitioners Wednesday on a bill providing for a parkway from West Roxbury to Watertown square as stated in these columns.

SEEKS TO BLOCK ARMORY ABUSES

The manner in which the Bay State militia authorities conduct their state armories is praised in a circular letter to other state militia, whom the war department is anxious to have cease allowing the use of armories for fairs, exhibitions, revival meetings, civilian athletic contests, etc.

Lient-Col. E. M. Weaver, chief of the militia division, states that in Massachusetts the temporary use of armories for public purposes is designated by Commander-in-Chief Gov. Draper, who also fixes compensation. He points out that this system is an excellent one, as it prevents promiscuous letting of armories.

YORK'S CITY FLAG HAS WHITE ROSE

YORK, Pa.—Mayor Weaver has been presented by the York Art Association with a municipal flag design. The flag will be prepared for use by the time the convention of the League of the Pennsylvania Third Class Cities is held at York in August.

The design shows a coat of arms for the city, formed by the White Rose of York imposed upon the Red Rose of Lancaster, York county having been formed from part of Lancaster. There is a shield of blue divided into ordinaries by the geometrical form of cross streets and the square in gold, charged with the colonial court house where the Continental Congress met. There is an American eagle standing on three cannon balls. The whole is to be placed on a straw-colored flag.

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STUDIES GERMAN BOAT IN AMERICA

KIEL, Prussia—Admiral Barandon, who attended the German and American yacht contest at Maribor last September, contributes an account of it for the new volume of the year book of the Imperial Yacht Club of Kiel. In handling the contesting boats, the admiral thinks that the Americans were not superior to the Germans.

German boats were superior to the American only when sailing under a light wind; but as soon as the American yachts heeled over before the wind they showed themselves considerably faster.

OPPONENTS TO APPEAR TODAY AT LABOR DISPUTES HEARING

RENOVATION WORK IN MAYOR'S OFFICE IS FINISHED TODAY

(Continued from Page One.)

of the property if it is likely to jeopardize the business interests of the city.

The mayor has been in conference with Chairman Ellis of the school committee and Corporation Counsel Babson on the bills now pending before the Legislature relative to Boston school matters, particularly on the bill to provide more money for new school buildings.

The mayor said that he was opposed to the Legislature passing upon appropriations for such purposes, and argued that the city council and school committee were better qualified to determine school appropriations.

The councilmen, he said, have recently visited all sections of the city and are familiar with pressing needs, and many local improvement committees hold monthly meetings on the old town meeting plans to discuss local wants.

Messrs. Ellis and Babson agreed with this view and in consequence the bills in question may be withdrawn and a general bill substituted, giving the city council, school board and mayor authority to decide upon the city's needs relative to school houses and appropriate the necessary funds.

Renovation of the mayor's outer offices will be completed today and the clerk, telephone operator and other attaches will then be well settled in a large, airy and light workroom which has been made from the office originally occupied by City Messenger Leary. New floor covering has been put down and the outer offices have been touched up with light paint and made very bright and cheerful. Assistant Secretary Richard Field and Timothy Butler, the stenographer, who have had charge of the work, are well pleased, as is also Mayor John F. Fitzgerald.

Secretary Field has been given an office by himself, between the visitors' reception room and the mayor's private office. This has been made by removing the wood and grill partition which formerly made the workroom for the clerks and reestablishing it several feet farther back, yet allowing ample room for Mr. Field's requirements.

The work of fixing over the council chamber for the use of the city council will be rushed along. Superintendent of Public Buildings George W. Morrison expects to have the bids for the decorations in by Friday and the contracts will be given out as soon as possible.

ORDERS ISSUED FOR ENCAMPMENT

Orders have been issued by Department Commander John L. Parker, Massachusetts G. A. R., for the forty-fourth annual encampment to be held in Faneuil hall Wednesday, April 6, at 10 a. m. There will probably be no competition for department offices other than that of junior vice-department commander.

Senior Vice-Department Commander J. Willard Brown of post 186 of Cambridge will advance a step to the position of department commander, and Junior Vice-Department Commander Granville C. Fiske, post 18, Ashland, will take the former's place as senior department commander. For the junior department commander's position there are a number of candidates.

NEW YORK PIERS PROVE SUCCESS

NEW YORK—This city's municipally owned Chelsea docks are now in full possession of the transatlantic lines to which they have been leased. Tests of the engineering plant, electric power, lighting, telephone, etc., have been duly made and these having turned out to the highest satisfaction of the dock department; the piers were turned formally over to the several leasing companies. The piers are giving the greatest satisfaction to steamship companies and passengers alike, their spaciousness allowing the easy handling of passengers and freight.

TWO AMERICAN TOURISTS SHOT

WASHINGTON—Two American women were wounded by an Afghan fanatic who fired on a party of tourists visiting the Mosque Omar, in Jerusalem, according to a despatch received at the state department today from Consul Thomas R. Wallace. Miss Parker Moore of Terre Haute, Ind., was seriously wounded, but will recover. Miss Natalie Maurice of New York received a slight flesh wound. No other Americans were injured.

PRIZE FOR ESSAY ON GOVERNMENT

A prize of \$100, known as the William H. Baldwin prize, has been offered by the National Municipal League for the best college essay on "City Government by Commission."

NEW BOSTON Y. M. C. A. QUARTERS.

The new quarters of the Y. M. C. A. at 2, 8 and 10 Ashburton place, the old Boston University buildings, will have their opening at 8 o'clock tonight. It will be an informal occasion to which all members are invited. President Arthur S. Johnson will preside and various members will participate, including Thomas H. Russell, 2d, chairman of the committee on social work. A male quartet will sing.

Happenings in New York

Ramblings of a Stub Pen

New York Daily Letter.

Congressman Wm. Sulzer
Lauded for Democratic
Governor of New York

NEW YORK—The New York Aquarium is preparing to make a record distribution of fish among the rivers and lakes of this state during the next few months. More than 8,000,000 specimens of various varieties have been hatched during the winter. This number is the largest on record and the percentage of eggs hatched was greater this year than ever before. Since Jan. 1, the hatcheries have brought forth 5,000,000 fish, the rest being but 8 per cent.

Whitefish are the most important product of the hatcheries. Eighteen hundred thousand of these were recently sent to Lake Norton as an experiment. The fishermen about the lake ridiculed the idea, declaring that these fish, native to the Great Lakes, could not exist in small inland bodies of water. Experience has proved the fishermen wrong, for the fish have thrived wonderfully.

Another important fish turned out here is the salmon. Both the Columbia river

**Record Fish
Stocking
Will Be Done**

salmon (Quinnat salmon) and Atlantic salmon have been hatched in large numbers. There

is a theory that Pacific salmon when turned loose in the Atlantic

will always find their way home to their native waters. The Atlantic salmon, however, can be depended upon to stay here and stock home waters. Tradition credits the Pacific salmon which have been tagged for identification and turned loose in the Atlantic with having found their way back to the Pacific and been caught by fishermen. This spring an experiment will be made in this connection. Some Atlantic salmon hatched on the Pacific coast will be tagged with the time and place of their birth and placed in the Pacific. The tags will bear a request for fishermen making catches to report the same. This will determine the homing instinct of the Atlantic salmon.

Various kinds of trout have also been hatched, and some pike, perch and yellow perch are shortly expected. It has not been decided whether or not smelts will be raised this year. In past seasons they have been raised and turned loose in the harbor in considerable quantities. The theory was that they would make

their way up the Hudson and eventually prove a source of profit to the fishermen on the upper Hudson. So far there has been no trace of them on these fishing grounds and it is believed that the little fellows either went to sea or were captured by game fish in the bay. For this reason the aquarium is yet undecided whether another experiment in smelts will pay.

Travelers returning from Europe this summer will be greeted by customs officers in uniforms which might do credit to police and soldiery. May Put of some continental On Uniforms cities, at least so goes

the report. Collector Loeb is said to be considering a more elaborate garb as better befitting the dignities of his subordinates in the custom service. White caps and gold bands are mentioned as part of the paraphernalia of the inspectors' summer costumes. The cap under discussion is one of low visor, much like those used in the German army, with changeable canvas tops. The collector is said to be insistent that the men take more pains about their personal appearance.

In spite of the fact that the New York Central railroad has established its legal right to maintain its street level tracks on

**Central Plans
Change
of City Tracks**

Eleventh avenue, the road is considering

plans to effect their removal.

The tracks are a menace to

pedestrians in the lower West side, as the road admits. It hopes to obtain

the necessary privileges to improve its lines along the Hudson river front by

electrification and the elimination of

grade crossings with the ultimate object

of supplying the West side with a rapid

transit service. The company, according to Vice-President Ira A. Place, is willing and anxious to expend \$50,000,000 or \$60,000,000 for such improvements.

A feature of this plan is the construction

of an elevated road for the tracks

south of Sixtieth street along Twelfth

avenue.

The Tammany Club of the tenth Assembly district is enthusiastic over Democratic prospects.

Julius Harburger, leader of the district,

delivered a speech in which he characterized Mayor Gaynor as "the strongest Democrat to be nominated to the presidency."

"The Democracy in the nation and

state can be rehabilitated," said Mr.

Harburger. "We should carry the next

House of Representatives and can elect

the next state ticket if a man of the

type of Congressman William Sulzer is nominated for Governor."

**Congressman Wm. Sulzer
Lauded for Democratic
Governor of New York**

"Citizens of Boston were as much

pleased as those of Quincy at the success of Admiral Bowles in securing the contract for the construction of the great Argentine ships," said Mayor John F. Fitzgerald at the dinner of the Quincy Board of Trade which was held Wednesday evening in the Music hall with about 300 present.

President Eugene R. Stone of the Board of Trade was toastmaster. Lieut.-Gov. Louis A. Frothingham, Councillor Cushing, Mayor Shea of Quincy, Mayor Fitzgerald of Boston and Judge Loyed E. Chamberlain of Brockton were the speakers. The general subject was a greater and larger Quincy with special reference to the development of the water front.

Lieutenant-Governor Frothingham said in reference to the New Haven road that he hoped that the line would soon be run by electricity. The time is coming, he said, when the present condition of racket, smoke and cinders will be looked upon as only half civilized.

**ELECT PRESS CLUB
OFFICERS TONIGHT**

The Boston Press Club will hold its annual meeting this evening at the new rooms of the club, 6 Beacon street. The following nominations have been made by the committee, and it is expected that the nominees will be elected practically unanimously:

President, James D. Hooley, Collier's Weekly; Vice-president, Michael E. Hennessy, Globe; secretary, Edwin Reynolds, Globe; financial secretary, Harry French, Journal; treasurer, Frederick W. Browne, News Bureau; directors, Paul F. Brown, Globe; J. Frank Davis, Traveler; John J. Dowling, John J. Flinn, The Christian Science Monitor; Henry L. Hoey, American; Frank L. Welt, Transcript; membership committee, John Buchanan, Globe; Fred S. Coates, Financial News; Thomas Dufflin, Herald; J. Stanley Pratt, Traveler, and Howard Reynolds, Post.

Officials of the club report that the organization was never in better condition, and that the financial condition is satisfactory.

**ROCHESTER POLICE
OFFICER INVENTS A
NEW CALL SYSTEM**

ROCHESTER, N. Y.—Louis W. Miller

of this city is the inventor of a new

police signal system which has received

the approval of many local officials. Many

attempts have been made, but not until

now has the problem been solved, to

enable the head of a police department

to communicate almost on the instant

with patrolmen scattered over a wide

area throughout a city on their beats.

The present system of patrol boxes for

signaling is the result of an attempt

to establish communication between pa-

trolmen on their beats and the central of-

fice; but it so difficult that throughout

the country police official for years have

been voicing the need of some system

far more adequate.

Mr. Miller's system is calculated to

meet this need. It is the result of an ex-

perience of 22 years in police patrol

operation. He claims that by his sys-

tem the efficiency of a police force in any

large city or small town can be increased

100 per cent. The system comprises a

switchboard, comparatively small, con-

nected by telephone with every patrol

box in the field, so that when the com-

mander of a precinct wishes to talk with

an officer on his beat he can summon

him by gong or by colored light, or by

both, simply by the pressure of a button.

The response by the officer is automatic-

ally registered whether he talks or not,

by time clock attachment specially

constructed. This record and all records

of reports by officers are on constant

view for 12 consecutive hours and are

instantly available by the commanding

officer. There are no dots or dashes on

a long tape to be unwound before a

record can be found and translated.

The invention includes a complete fire

alarm system, with many practical ad-

vantages. It also includes a night watch

service for factories superior in many

ways to existing systems.

At the Railway Terminals

President Tuttle of the Boston & Maine road, accompanied by President Mellon of the New Haven road, attended the Maine Central road's meeting at Portland Wednesday.

The export and import business on both the Boston & Albany and Boston & Maine roads is extremely heavy at

present.

The New Haven road has placed an or-

der with the Pullman car shops for eight

modern sleeping cars of different sizes.

They will be the finest running into Bos-

ton when equipped for service.

The Adams Express Company received

a large shipment of western horses to-

day from the Pittsburgh yards via the

Pennsylvania and New Haven roads, con-

sidered to Boston and Brockton.

The Rutland railway private car Mar-

quito, occupied by Gen. Man. George T.

Jarvis and party, returned to Rutland

Wednesday night from North station via the Fitchburg division of the Boston &

Maine road.

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SMITH COLLEGE GIRLS GIVE SPRING CONCERT

Academy of Music in Northampton, Mass., crowded with Students and Friends to Hear Musical Clubs.



MANDOLIN AND BANJO CLUBS.

Top row (left to right)—Elizabeth Rawls '10, Katherine Otis '10, Marjorie Fraser '10, Ruth Tuttle '10, Mary Peterson '10, Ednah Whitney '10, Marion Greenhood '10, Mary Ann Staples '11, Katharine Hubbs '10, Dorothy Murison '12, Eloise Harvey '12, Ethel Dugan '10, Mary Rice '11. Second row—Alene Ayres '12, Adeline Moyer '11, Marjorie Browning '10, Loraine Washburn '10, Henrietta Peabody '12, Marion Ditman '11, Ruth Joslyn '12, Marion Patton '10, Annette '10, Louis Marder '10, Winifred Metcalf '10, Margaret Burleigh '11, Elsa Detmold '11, Edith Lobell '11, Gertrude Lyford '11, Margaret McCrary '11, Bertha Ward '11, Marie Bassett '12, Marion Denman '12, Marguerite Paton '12; first altos, Maude Hamilton '10, Carrie Wright '10 (leader), Aylne Brooks '11, Helen Brown '11, Anna Butler '11, Louise West '11, Elizabeth Wilber '11, Eugenie Fink '12; second altos, Ruth Baldwin '10, Mabel Havens '10 (assistant), Myrtle Alderman '11, Mildred Carey '12, Grace Hoffman '12, Ruth Lewin '12, Helen Denman '10, Elsa Detmold '11, Marion Denman '12, Eugenie Fink '12, Louise West '11, Myrtle Alderman '11, Ruth Baldwin '10, Carrie Wright '10, Hazel Gleason '11, Doris Nash '11, Rebecca Smith '11, Margaret Woodbridge '11, Grace Hoffman '12, Ruth Lewin '12, Louisa Spear '12, Ruth Wood '12; second sopranos, Katherine Bennett '10, Louis Marder '10, Winifred Metcalf '10, Margaret Burleigh '11, Elsa Detmold '11, Edith Lobell '11, Gertrude Lyford '11, Margaret McCrary '11, Bertha Ward '11, Marie Bassett '12, Marion Denman '12, Marguerite Paton '12; first altos, Maude Hamilton '10, Carrie Wright '10 (leader), Aylne Brooks '11, Helen Brown '11, Anna Butler '11, Louise West '11, Elizabeth Wilber '11, Eugenie Fink '12; second altos, Ruth Baldwin '10, Mabel Havens '10 (assistant), Myrtle Alderman '11, Mildred Carey '12, Ruth Evans '12, Helen Northrup '12; accompanist, Elsie Sweeney '10.

NORTHAMPTON, Mass.—The Academy of Music was filled Wednesday evening with Smith College girls and their guests for the spring concert of the college musical clubs. This concert is the largest social event of the year after the junior promenade. The Academy of Music has become too small for the concert audience, as its capacity is limited to 1040. Aside from the members of the clubs, only a portion of the senior class, which numbers 370, were able to secure tickets.

The program of the concert began, as always, with the singing of "Fair Smith." The distinction of the program was its large number of original compositions. The Mandolin Club played a musical setting to "Just One College," written by Marion Greenhood '10. The topical song, adapted from "The Belle of Brittany" and full of local hits, was sung by Hazel Gleason '11. The competition song,

called "The Rock-A-By Lady," for which the Glee Club offered a prize, was composed by Bertha Bodine '10. The Glee Club also sang a song, "When Love Is Kind," by Elsie Sweeney '10. The Glee Club's medley of popular songs for 1910 was written by Carrie Wright '10. The most ambitious number was a cantata, "The Chambered Nautilus," by Mrs. Beach.

During the evening solo parts to the chorus of the Glee Club were taken by Hazel Gleason '11, Elizabeth Wilber '11, Doris Nash '11, Louisa Spear '12, Bertha Ward '11, Margaret Burleigh '11, Helen Brown '11, Carrie Wright '10, Hazel Gleason '11, Grace Hoffman '12, Ruth Lewin '12, Helen Denman '10, Elsa Detmold '11, Marion Denman '12, Eugenie Fink '12, Louise West '11, Myrtle Alderman '11, Ruth Baldwin '10, Mildred Carey '12, Grace Hoffman '12, Ruth Lewin '12, Helen Denman '10, Elsa Detmold '11, Marion Denman '12, Eugenie Fink '12, Louise West '11, Myrtle Alderman '11, Ruth Baldwin '10, Carrie Wright '10, Hazel Gleason '11, Doris Nash '11, Rebecca Smith '11, Margaret Woodbridge '11, Grace Hoffman '12, Ruth Lewin '12, Louisa Spear '12, Ruth Wood '12; second sopranos, Katherine Bennett '10, Louis Marder '10, Winifred Metcalf '10, Margaret Burleigh '11, Elsa Detmold '11, Edith Lobell '11, Gertrude Lyford '11, Margaret McCrary '11, Bertha Ward '11, Marie Bassett '12, Marion Denman '12, Marguerite Paton '12; first altos, Maude Hamilton '10, Carrie Wright '10 (leader), Aylne Brooks '11, Helen Brown '11, Anna Butler '11, Louise West '11, Elizabeth Wilber '11, Eugenie Fink '12; second altos, Ruth Baldwin '10, Mabel Havens '10 (assistant), Myrtle Alderman '11, Mildred Carey '12, Ruth Evans '12, Helen Northrup '12; accompanist, Elsie Sweeney '10.

The Mandolin Club consisted of: First mandolins, Elinor Benson '10, Marion Clark '12, Edith Fitzgerald '12, Eloise Harvey '12; banjos, Florence Grant '10, Frances Johnston '10, Ermine Rost '10, Mary Ann Staples '11, Ruth Tuttle '10; guitars, Helen Newell '10, Mary Peterson '10, Esther M. Smith '10; properties, Muriel Johnston '10. Portia Swett '10 is leader of the Banjo Club.

The Banjo Club consists of: Banjeunes, Christine Graham '10, Katherine Hubbs '10, Alene Ayres '12, Marion Clark '12, Edith Fitzgerald '12, Eloise Harvey '12; banjos, Florence Grant '10, Frances Johnston '10, Ermine Rost '10, Mary Ann Staples '11, Ruth Tuttle '10; guitars, Helen Newell '10, Mary Peterson '10, Esther M. Smith '10; properties, Muriel Johnston '10. Portia Swett '10 is leader of the Banjo Club.

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PLAYHOUSE NEWS HERE AND ELSEWHERE

THE THEATER IN LONDON.

(Special to The Monitor.)

"The Balkan Princess."

LONDON—The "Balkan Princess" is likely to be a big success and retain its place at the Prince of Wales theater for many months. On the fall of the curtain the authors, Messrs. Frederick Lonsdale and Frank Curzon, and the composer, Paul A. Rubens, were called to the front by an enthusiastic audience. There is quite a good story, plenty of fun free of vulgarity, and also an opportunity for acting, an opportunity that was taken hold of by an excellent company.

Princess Stephanie of Balaria, who is the last of an unpopular dynasty, has been forced to choose a husband within a week or abdicate. Five eligible dukes are given her to choose from. There is a sixth, a Duke Sergius, a man of revolutionary tendencies, who refuses to marry a woman he has never seen. The princess is naturally determined to see this gentleman. So off the lady goes to a restaurant, incognito, of course, and meets a charming journalist who is as may be supposed the reluctant duke. The identity of her companion she discovers just before leaving; then when the revolutionaries are about to drink to the downfall of the Belarjan monarchy, the princess discloses the fact that their sovereign is present and orders the arrest of the Duke Sergius.

In the last act the Princess refuses to marry, and in spite of the prime minister's assurance that Duke Sergius is willing to marry her, and in spite of her willingness to do so, abdicates. Now that she is no longer a princess, Duke Sergius declares his admiration for his former sovereign, and destroying the deed of abdication, it may be assumed that they agree to live happily ever after.

Miss Isabel Jay plays the role of the Princess Stephanie delightfully, her acting is natural and unaffected and her singing, as may be expected from any one who has played a leading part in the Gilbert and Sullivan operas, is always artistic. Mr. Bertram Wallis makes a magnificent Duke Sergius, and his song,

BOSTON OPERA HOUSE
HENRY RUSSELL....Managing Director

Tomorrow Eve. at 7:45. DON PASQUALE. Miss. Nielsen. MM. Bourrillon, Tavechia, Formari, Morgan. Cond. Conti. Followed by the Second Tableau of DER GEIGE RITTER. M. Baklanoff. Cond. Conti.

Sat. Att. Mar. 12, at 2. TOSCA. Mmes. Dereyne, Leveroni, MM. Jadlowker, Bianchi, Perini, Tavechia, Giaccone, Pulicini, Orchard. Cond. Conti.

Saturday Evening at 8:00, at POPULAR PRICES

RIGOLETO

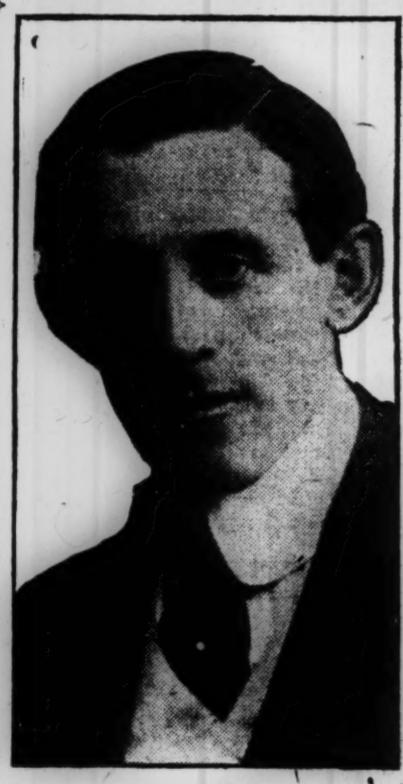
Mmes. Bronskaja, Leveroni, Pierce, Kirschner, Swartz, MM. Constantino, Baklanoff, Nivette, Perini, Pulicini, White, Giaccone, Cond. Luzzatti.

Mon. Mar. 14. LUCIA DI LAMMERMOOR. Mmes. Lipkowska, Pierce, MM. Constantino, Formari, Vanni, Perini, Orchard. Cond. Luzzatti.

TUES. Mar. 15. LA TRAVIATA. Sat. Eve. LOHENGRIN.

Good seats available for every performance. Box Office, or 177 Tremont St. (Eastern Talking Machine Co.)

Kodak & Manilla pianos used.



PAUL RUBENS.

English composer who has written numerous pretty musical plays.

"Dear, Delightful Women," is likely to be very popular. The whole production is so distinct an improvement on many of the musical comedies and its reception was so flattering that it may be hoped the days of a better form of musical entertainment have begun.

WOMEN VARIETY ARTISTS' PROTEST

Women artists in cafes and music halls have recently taken sides with their masculine colleagues in leading a crusade against the inferior performances given in these establishments. Mme. Yvette Guilbert centers her hopes on historical songs as worthy substitutes for features of questionable propriety which figure on the bills of today. She would revive all the ballads and lyrics of the past, even as far back as the "Song of Roland." Mlle. Lanthenay urges the return to the type of song sung during the eighteenth century, whereas Mlle. Thibaud advocates the friendship and encouragement of Clyde Fitch.

CHICAGO OPENINGS.

Miss Grace George will on March 14 present "Mrs. Partner," a new comedy by Thompson Buchanan, for the first time on any stage. Mr. Buchanan is the author of Miss George's success of two seasons, "A Woman's Way."

John Drew appears at Powers' March

FAULTS OF STAGE DICTION.

"I had the good fortune to get my training from Samuel Phelps, the great tragedian, who supported Macready in his earlier days. Macready said that if he had any mantle it would fall upon Phelps. During the last six years of Phelps' life I read all my parts to him. His instruction in simplicity and distinctness of utterance was of inestimable value," says Forbes-Robertson, the eminent English actor.

"In considering the cause of the frequent complaints of the public relative to stage diction at the present time it has occurred to me that the trouble sometimes has its source in the actor's very desire to act well. In his efforts to

appear natural he mumbles his words as too many people do in every-day life. Much of this can be corrected by constantly bearing in mind the true value of vowels, the percussive value of consonants and the importance of keeping up the voice until the last word is spoken.

"There must be plenty of wind in the bellows, so to speak. The great thing is to have the sound come from the front of the mouth. As the sentence is spoken the breath is being exhausted; the voice naturally goes down. The actor must learn to breathe deeply from the diaphragm and take his breaths at the proper time. Too often the last word is not held up, and that is very often the important word. If the audience loses it they miss the thought. In a speech of a dozen lines a dozen words are often dropped and the result is disastrous.

"Correct speaking can be acquired only by keeping at it, by practising constantly. The actor must have certain standards; he must avoid affectation and mannerisms. He must have the proper pronunciation, which is not always to be got from dictionaries, by the way, but from the accepted usage among people of culture.

"Instruction helps, but the player must work out for himself the best method of speaking. The trouble with the instructor is that he is too seldom of the cultured class. He himself may not know what is right. And when he does know this instruction is too apt to be formal and affected. He too frequently speaks pedantry of speech, which is intolerable. The schools, however, can do a lot to help. But they neglect the essentials of speech in the effort to teach subjects that can never be of practical value.

"There is one difficulty that is almost insurmountable in acquiring correct utterance. I find that some actors cannot distinguish sounds, just as others have not an ear for music. They speak line after line in the same way where there should be variations, and they are ignorant of their own defect. When their attention is called to this fault they are unable to correct it, and they keep on repeating it.

"The people in the Latin races are, as a rule, better speakers than we Anglo-Saxons. They speak more distinctly and with a better sense of the value of sounds and words. They elide their words, to be sure, but they do it beautifully. We are slow in speech, we drop our 'r's' and ignore our 'ings,' not only among the uneducated, but more and more among the educated, especially in England.

"Although modern English and American actors have their faults, I believe that they speak better than the actors of past generations. The latter bellowed and spoke with too much formality and pedantry.

CRUISER GOING TO NEWPORT.

NEWPORT, R. I.—The famous old cruiser *Vesuvius* is expected back at Newport soon from the Charlestown navy yard where she has been for the last two years. She will be used here for testing torpedoes preparatory to placing them aboard battleships.

MUSICAL EVENTS

DONIZETTI'S sextet in "Lucia" was performed so much to the satisfaction of the audience at the Boston opera house Wednesday evening that a repetition of it would have been acceptable. But no repetition was given. The audience applauded and the singers only bowed their acknowledgment. Mr. Constantino as Edgardo, the central figure of the throng assembled in the hall of Lammermoor to celebrate Lucia's betrothal, assumed that fixed attitude of a low bow and half averted head which means "Thank you, but the opera must go on"; and still the audience applauded. Then Mr. Constantino finding the hint of the fixed attitude insufficient to check the clapping straightened up and drew his sword, not on the audience, but on Lucia's brother, nodded to Mr. Luzzatti to go on with the music, and sang his challenge to the lords of Lammermoor. The singing of encores seems to be permitted by the director less frequently in the case of an opera old to the repertory than in the case of a new one, though oftentimes the audience with better reasons asks for a repetition on the second or third night, when the performance through practise has become smooth, than on the first night.

Mme. Lipkowska was much applauded for her performance in the scene which followed the sextet. She was applauded for her coloratura singing, which is quite as exquisitely limpid in tone and plaintive in expression here as in the Bell song of "Lakme;" and she was applauded for her acting, which makes every moment of this long musical episode a part of the drama.

Applause followed Mr. Constantino throughout the opera. He is a very different Edgar now from the Edgar he was when he sang with Mme. Tetrazzini a year ago at the Boston theater. Then he was useful only for his beautiful tenor voice to color the harmonies of the sextet and to hold the attention of the audience for a half hour after the soprano had finished her remarkable singing of her big scene. He could not color the sextet to such tonal beauty at the Boston opera house as he did at the Boston theater, for he had no such competent assistants in the minor roles in Mr. Russell's company as he had in Mr. Hammerstein's, and his voice does not blend with Mme. Lipkowska's as it blended with Mme. Tetrazzini's; but he could impersonate Edgar with greater breadth and freedom, he could give Edgar's lines in the closing scene a more dramatic reading Wednesday night than he could a year ago. Thus have Mr. Constantino's powers grown in a year's time in Boston, through being given larger scope than they were allowed in New York.

"Lucia" will be repeated at the performance of Monday evening, March 14, Mr. Luzzatti again conducting, with the same cast that sang at this performance, namely:

Edgar.....Florencio Constantino
Henry Ashton.....Rodolfo Fornari
Norman.....Roberto Vanni
Raymond.....Giuseppe Perini
Arthur.....Ernesto Giaccone
Lucy.....Lydia Lipkowska
Alice.....Virginia Pierce

Friday evening, March 11, Donizetti's "Don Pasquale" will be sung, with Miss Nielsen and Messrs. Bourrillon, Tavecchia and Fornari. This will be followed by the second tableau of Rachmaninoff's "Miser Knight," with its only character, the baron, impersonated by Mr. Baklanoff. The performance will begin at 7:45 o'clock.

Mme. Lipkowska thought last fall that she should have learned enough English by now to venture a song in English for the music lesson scene of the "Barber of Seville." She announces that Russian and not English is the language in which Rosina will take her singing lesson at the "Barber of Seville" production of Wednesday evening March 14. Rosina's song will be the "Nightingale" of the Russian composer Alabieff. Mme. Lipkowska has not said whether she will sing the "Nightingale" in its simple folk melody form or whether she will use Mme. Blanche Marchesi's astonishing variations.

Mme. Lipkowska will make her last appearance in opera in Boston this year as Mimì in "Bohème" at the matinee of Wednesday, March 23. She will go from Boston to Monte Carlo for a short engagement and afterward she will go to Paris to sing at the Opera Comique.

Mr. Constantino's last appearance will be at the final performance of the Boston season, Wednesday evening, March 23, when "Mefistofele" will be the opera.

Mr. Russell will be the director of the Boston opera company next year in its season of 20 continuous weeks. Since there will be no midwinter tour, it will not be possible for the Metropolitan Opera Company of New York to come to the Boston opera house until Mr. Russell's season is ended. It is not certain that the Metropolitan company will come to Boston independently next year; and it may be that all performances in which Metropolitan singers take part at the Boston opera house will be under the direction of Mr. Russell.

Otto Kahn, who is interested in making the terms of the working agreement between the Metropolitan Opera Company as broad as possible, went back to New York after his recent visit to Boston with a good impression of Mr. Russell's first season of work. Mr. Russell will be the director of the Boston opera house until Mr. Russell's season is ended. It is not certain that the Metropolitan company will come to Boston independently next year; and it may be that all performances in which Metropolitan singers take part at the Boston opera house will be under the direction of Mr. Russell.

To secure genuine "RAJAH" or "MONEYBAK," insist on seeing the name on the detachable selvage.

Mary Baker Eddy

By Wilbur

This sympathetic and instructive biographical sketch of Mrs. Eddy deals with her ancestry, childhood and early experiences, her later struggles and wonderful accomplishments in the founding and direction of the great religious movement of which she is the head. This volume has proven of great interest and benefit to students of Christian Science.

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BRITISH POLITICIANS SEE A TACTICAL SLIP IN JAPAN ALLIANCE

(By Charles P. Stewart, London Correspondent United Press.)

LONDON—There are unmistakable signs today that the British foreign office is reposing on a "bed of thorns" as a result of the prospect of a clash between America and Japan. This clash, which some believe will be merely commercial, but which many are convinced will be a Titanic war, is daily growing more imminent, in the opinion of English politicians.

While the great mass of the English people still believe that "blood is thicker than water," English diplomacy has disregarded this bit of sentiment and finds itself in a most embarrassing situation as a result. British diplomacy in its recent far eastern exercise has meant nothing more than British commercialism and is responsible for the Anglo-Japanese pact, from the terms of which it

All Attendance for Boston Auto Shows Now Exceeded

NEW AUTOMOBILE ASSOCIATION IS ORGANIZED HERE

Will Be Known as the Boston Association of Licensed Automobile Dealers—Forty Dealers Eligible.

OFFICERS ELECTED

Announcement was made last night of the incorporation of the Boston Association of Licensed Automobile Dealers, a Massachusetts corporation having for its purpose the advancement of the interests of those who handle cars licensed under the Selden patent.

Every dealer in licensed cars will be eligible to membership in the new association, officers of which have been elected as follows: President, John H. MacAlman; vice-president, J. S. Hatchaway; treasurer, F. A. Hinckle; secretary, Chester L. Campbell.

The directors are the above officers and the following: J. W. McGuire of J. W. McGuire & Co., J. W. Bowman of J. W. Bowman Company, F. E. Wing, Marion; S. P. Underhill, the Underhill Company; C. F. Whitney, Park square auto-station; E. D. Gilmore, Whitten & Gilmore Company.

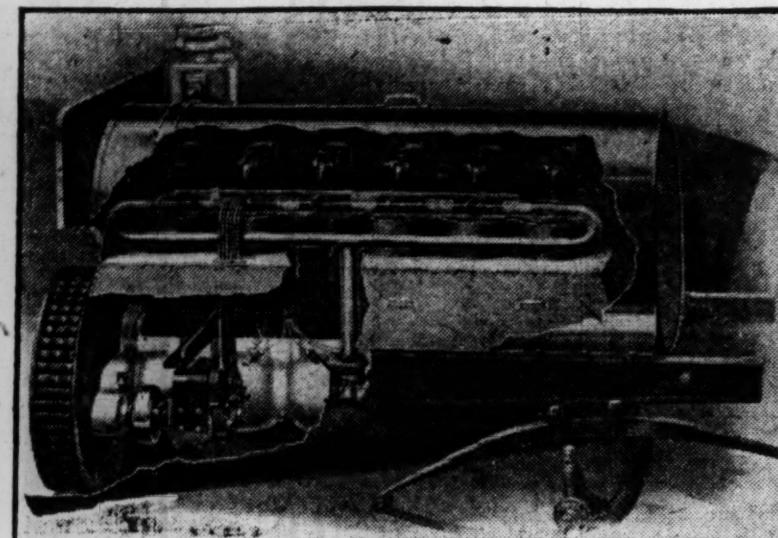
There are about 40 dealers in Boston handling licensed cars, some of them two or three makes, so that 60 manufacturers are represented. In the present Boston Automobile Dealers Association there are 36 dealers.

While nothing has as yet been announced as to the future of the Boston show it is generally understood that the new licensed dealers' association will have charge of the affair next year with Chester L. Campbell as usual as general manager.

The Boston show is probably the biggest in America, this week's affair having 324 exhibitors.

The Boston automobile show in Mechanics building entered on the last half of its week of exhibition this morning and unless there is a great and unexpected falling off in the daily attend-

The Franklin Air-Cooled Engine



The above cut shows the Franklin air-cooled engine which is used by the H. H. Franklin Manufacturing Company, in all its well known Franklin cars. This system is claimed to be the simplest and most reliable now on the market. No means has ever been discovered for cooling an automobile engine without using air. The water-cooled engine is cooled by air but in an indirect manner.

Instead of taking up the heat from the cylinders directly by air, water is passed around the cylinders to take up the heat, then the water is sent through a radiator and heat from the water is taken up by the air. In other words, water cools the engine and air cools the building.

An attractive exhibit is seen in the Parry section of the show, where the spacious room devoted to the company gives an excellent opportunity for the patrons of the affair to see the car to its full advantage.

The large number of second-hand cars for sale by the Massachusetts Auto Company is proving a popular card for the show. Every kind of a vehicle is on exhibition that one can think of. All sized cars, different colors and vehicles with a seating capacity of from two to seven people may here be found at a reasonable rate, and there are many that are taking advantage of the chance to pick up a good car of recent make and style who formerly had no idea of purchasing.

The booth of the Falls Tire Company, located in the corner of one of the huge halls of the Art Museum presents a pretty sight, with its large American flags and palms for decorations, and many attractive sets of booklets and cards located on the red cloth covered counter. There are also a few gold trinkets and clocks on sale at this counter, and they cause no little comment located as they are in a place where no one expects to find such things, amid the huge tire cases and other accessories.

The booth taken from a little distance presents a cozy and homelike appearance that is very pleasing to strangers who are visiting the show.

Among the visitors to the show is Paul M. Lineberger, vice-president and sales manager of the Rainier Motor Company. Mr. Lineberger has just concluded a tour of all the Atlantic seaboard states, in which he has established active agencies for the distribution of the well-known Rainier car. Mr. Lineberger has found trade conditions excellent in all the districts he has visited and he predicts a banner year for the sale of high grade automobiles. He says that the Rainier stock car will be a competitor in all the principal race events on road or track in the eastern and southern states this year. Already the Rainier car that won the Atlanta gold trophy with a world's record of 200 miles in 173m. has been nominated for the 24-hour automobile race at Brighton beach on May 13-14.

The automobile robes advertised by Sartwell, Heinold & Humphrey at 39-41 High street, Boston, are the newest thing out and their convenience will soon be recognized as a necessity. For the chauffeur's use a pocket is made in the lower part of the robe, so he can insert his foot, hold the robe in place and keep perfect control of the machine. For the ladies' use a large extra piece of the robe material is fastened on the lower part, wide enough to provide ample protection for the feet of two persons; very simple and effective.

WEYMOUTH RIVER SURVEY POPULAR

Quincy and Other Greater Boston People Interested in Proposed Deepening to Allow Battleship Launch.

Much interest is being taken by Quincy people and others of Greater Boston in the proposed amendment by Senator Lodge to authorize a survey of the Weymouth river for a half mile below Quincy Point bridge. This is a necessary preliminary to an appropriation for deepening and widening the channel to enable the Fore River Shipbuilding Company to launch the new dreadnaught for Argentina.

Others in the cast: Miss Marguerite Hinman, Los Angeles, Cal.; Miss Myra Spaine, Oil City, Pa.; Miss Mildred Shurtliff, West Stewartstown, N. H.; Miss Helen Morrison, Columbus, O.; Miss Edna Power, Missoula, Mont., and Miss Alice Brady, New York city, the daughter of William Brady, well-known theatrical manager. Vaughn Hamilton, Elisha P. Perry and F. Otis Drayton of the conservatory faculty have prominent parts in the cast. The orchestra will be under the direction of Mr. Doersam, president of Alpha chapter.

DEFEAT EMBASSY HOUSE BILL

WASHINGTON—A second attempt to have the House pass a bill providing for the purchase or erection of embassy buildings in foreign capitals was on Wednesday defeated after two hours' debate.

A survey of the Mystic river has also been asked by Senator Lodge. This is causing some interest in the towns along the Mystic—Chelsea, Everett and Medford.

Exhibited in Space 42, Mechanics Building
BY THE
Premier Motor Car Co. New England
1008 Boylston St., Boston

6 Cyl. \$3500

A Center of Interest at the Auto Show

HAVE YOU SEEN the cars with the largest braking surface of any automobile built?

HAVE YOU EXAMINED the cars which have won perfect scores in the greatest endurance contests in America—the only four-cylinder car costing under \$3500 which made a perfect record in the 1907 Glidden Tour—a car which successfully ran 12,189 miles in 100 consecutive days—a car which not only was awarded a perfect score in the 1908 Glidden, but was the only competitor for the Hower trophy listing at less than \$5000 which came through perfect—cars which finished with perfect road record in the 1909 Glidden Tour, the hardest of them all?

THESE PERFORMANCES stand for RELIABILITY, QUALITY, and have given the name of the "Consistent Superior of Superior Cars."

This car is the

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A CAR FOR EVERY PURPOSE.
BEAUTIFUL DECORATIONS.

PRONOUNCED BY PRESS AND PUBLIC GREATEST AND MOST COMPLETE AUTOMOBILE SHOW EVER HELD IN THE WORLD.

Motor Cycle Day Admission 50c

INTEREST IN AUTO SHOW UNCEASING

Independent Exhibit at Old Arts Museum Proves Demand for Motor Vehicles to Be Great.

The interest taken in automobiles throughout Boston is increasing instead of diminishing like other fads have done and as has been the prediction of many people about the motor car, according to appearances at the independent auto show being held in the old Art museum, Copley square.

The Acme seven-seated car, which is attracting a great deal of attention, is an example of all that could be wished for in a modern good appearing car. It is well equipped with comfortable seats and the latest conveniences.

The Lexington car is another fine specimen of the latest type of touring cars, and they present a beautiful appearance against the dull color of the walls of the building.

An attractive exhibit is seen in the Parry section of the show, where the spacious room devoted to the company gives an excellent opportunity for the patrons of the affair to see the car to its full advantage.

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ANNOUNCE DRAMA AT CONSERVATORY

Posters in Green, Yellow and Black Tell of the Coming Theatricals of the Sinfonia Fraternity April 4.

Posters in green, yellow and black announcing the annual Sinfonia theatricals appeared at the New England Conservatory of Music today. The event will take place in Jordan hall Monday evening, April 4. A rural drama in three acts entitled "Hope Valley," written by Percy J. Burrell, the fraternity's supreme president, will be presented. Original melodies are composed by both active and alumni members of the chapter, Charles H. Doersam, Harold B. Simonds, Frank Weed, Elisha P. Berry, Homer Humphrey and William Stuckles.

The cast includes 19 persons, several of whom are young ladies from the sororities and dormitories. Miss Elizabeth Wood, Winchendon, Mass., will play the leading role of Lucy Oats.

Others in the cast: Miss Marguerite Hinman, Los Angeles, Cal.; Miss Myra Spaine, Oil City, Pa.; Miss Mildred Shurtliff, West Stewartstown, N. H.; Miss Helen Morrison, Columbus, O.; Miss Edna Power, Missoula, Mont., and Miss Alice Brady, New York city, the daughter of William Brady, well-known theatrical manager. Vaughn Hamilton, Elisha P. Perry and F. Otis Drayton of the conservatory faculty have prominent parts in the cast. The orchestra will be under the direction of Mr. Doersam, president of Alpha chapter.

DEFEAT EMBASSY HOUSE BILL

WASHINGTON—A second attempt to have the House pass a bill providing for the purchase or erection of embassy buildings in foreign capitals was on Wednesday defeated after two hours' debate.

A survey of the Mystic river has also been asked by Senator Lodge. This is causing some interest in the towns along the Mystic—Chelsea, Everett and Medford.

Exhibited in Space 42, Mechanics Building
BY THE
Premier Motor Car Co. New England
1008 Boylston St., Boston

6 Cyl. \$3500

For All Automobile Motors

If you run an Automobile you will own this Tool when you have seen how perfectly, quickly and easily our latest device

THE P. C. W. Valve Lift

adjusts the valves, removing or replacing, relieving the spring tension and allowing the quick and easy removal of split-washer or lock-pin.

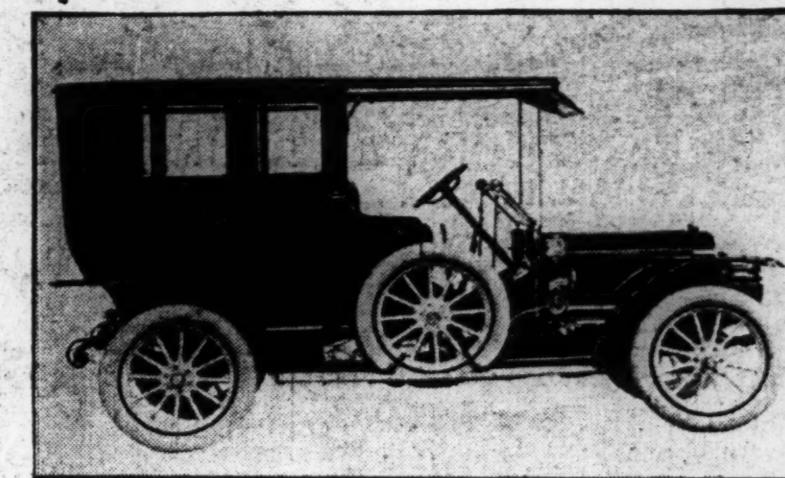
Fits any motor, readily operated around pipes, magneto's or other fittings, cannot slip, always ready and secure. Made of forged steel, the strongest tool in the market, small and handy to carry in the Tool Kit or box.

A Perfect Piece of Scientific Mechanism. Without a Rival for Practical Use

Price \$1.00 by Mail Prepaid. Money refunded if not as represented.

The P. C. W. Mfg. Company
1 Madison Avenue
NEW YORK

Rambler Limousine for 1910



TARIFF RELATIONS WITH FRANCE NEAR PROHIBITIVE STAGE

WASHINGTON—It is admitted by treasury officials today that the tariff situation between the United States and France is assuming serious aspects.

Practically every article exported by the United States to France is now subjected by that country to its maximum tariff. In some cases, as in the instance of cottonseed oil, this tariff is directed particularly and almost exclusively against the United States.

There is need for haste in pushing the negotiations; if tariff reprisals are to be avoided in this quarter, because the French Parliament, which alone can make concessions, will adjourn its present session March 27. If nothing is done before that time to enable President Taft to issue a proclamation extending to France the benefit of the American minimum tariff, all importations into this country from France will be assessed after March 31 at our maximum tariff, which is 25 per cent above the lower rates, and prohibitive in the case of most French imports.

As regards the situation between this country and Canada, there is a more hopeful attitude.

FOR SUBMARINE SIGNALS.

WASHINGTON—An appropriation of \$600,000 is provided for the establishment of submarine signals along the Atlantic coast, in a bill passed by the Senate on Wednesday.

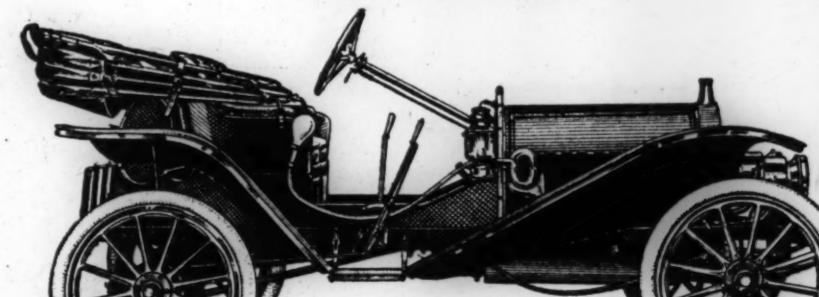
make extravagant statements. Automobile advertising has not been dishonest, but some of it undoubtedly has been careless. We are all, of course, too ready to claim the earth.

There is no business in the world right now which so fully occupies the attention of the general public as the automobile business. There is no business which receives so much favorable mention from the newspapers as the automobile business. I think we can credit the newspapers very largely for having worked up so much interest in automobiles. It is largely owing to their attention that there is such an unusual demand for cars.

Automobile manufacturers, it seems to me, should do everything in their power to help keep alive this great public interest in automobiles. It is the most encouraging sign in our business. Every one talks about automobiles and knows something about automobiles, and wants to know more about them whether they actually own cars or not.

This is what we might call "mouth to mouth" advertising, and it is the best sort of advertising in the world. But this kind of advertising has to be started in the first place and has to be kept going in the second place. It is started by publicity and it is kept going by publicity. All the advertising that all of us do helps to keep alive the enthusiasm over automobiles.

THE COSTLIEST CAR IS NOT MORE STAUNCHLY OR CAREFULLY BUILT THAN THIS



4 Cylinders

20 H. P.

Sliding Gears

Bosch Magneto

\$750

Including 3 Oil Lamps and Horn
(F. O. B. DETROIT)

In comparing the Hupmobile with cars of greater cost—even to the costliest—consider the price last.

If it were possible to place the Hupmobile side by side with the costliest car, you would find no point of difference—save in size—as you would go over the two.

You would find no superiority in favor of the other car in the matter of steels and other materials employed; nor in the degree of skill and accuracy of workmanship; nor in motor design and smoothness of operation; nor in the development and application of power.

The Hupmobile is indeed a remarkable car; the more so in that it matches cars costing four to five times as much in every essential save the number of passengers it will accommodate.

This equality—if you have a demonstration of the Hupmobile—will be found extending also to the smooth, noiseless running of the latter; its simple, easy control and smooth riding qualities; its display of power and speed.

Your request for the Hupmobile literature—including the booklet about the Detroit-New York snow tour—will be the first step in your complete surrender to this splendid car.

HUPP MOTOR CAR COMPANY, DETROIT, MICHIGAN
LICENCED UNDER SELDEN PATENT.

The Henderson, Lowe Co., 117 Massachusetts Ave

Telephone—Back Bay 3212

At the Show—Space 154-155

This Advertisement is Published for the Protection of Automobile Buyers

United States Patent No. 549,160, granted November 5th, 1895, has been held by Judge Hough, of the United States Circuit Court for the Southern District of New York, to be valid and to cover the modern gasoline automobile.

This Patent is Known to the Public as the "Selden Patent"

LICENSES HAVE BEEN GRANTED under it to manufacturers and importers of seventy-six makes of gasoline automobiles, the names of which are given below.

SUITS MAY BE BROUGHT under this patent for infringements by manufacturers, by dealers, or by users of pleasure or commercial gasoline automobiles, and it is the intention of the owners to protect the exclusive rights secured by it to those who have become licensees, by commencing suits against infringers.

THE SELDEN PATENT IS RECOGNIZED by nearly all reputable automobile manufacturers, and its basic character as well as its validity has been established by the Court.

IT IS CLEARLY THE DUTY of every law-abiding American citizen to respect the exclusive rights secured by the patent, as it is a duty to respect any other valid patent, and to co-operate in upholding it, as it secures to the owners and licensees under it exclusive rights authorized by the Constitution of the United States and by law.

THE ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS STANDS for much more than merely the

recognition of the Selden Patent. Its members individually and through their combined efforts in the Association are chiefly responsible for the development of the automobile to its present perfected state.

THERE IS NO REASON WHY anyone buying a car should not buy one licensed under the Selden Patent. The licensees build cars of all classes and for all prices, so that there is scope among licensed cars for the satisfaction of every taste and every purse.

IT HAS BEEN THE STEADILY MAINTAINED policy of those who own and control the Selden Patent not to extend the protection of it to any manufacturer who does not give the public good value for the money asked. It has not been the policy to extend protection under the Selden Patent to new and untried or doubtful products.

THE LICENSEES HAVE BEEN and are now leaders in production of medium, low-priced and high-priced cars. They have produced year by year better cars for the same money, and often better cars for less money, than have been produced by manufacturers

who are not licensees. They compete with each other in quality and price exactly as they do with those who have no license.

PURCHASERS SHOULD NOT TAKE ANY chances by buying unlicensed cars. By purchasing licensed cars they are protected by the Selden Patent and avoid the risk of litigation for infringement of that patent.



LOOK FOR THIS OFFICIAL LICENSE PLATE
ON THE AUTOMOBILE YOU PURCHASE

THIS ANNOUNCEMENT IS MADE SO THAT BUYERS OF AUTOMOBILES MAY KNOW THE FACTS AND BE GOVERNED ACCORDINGLY

CARS LICENSED UNDER SELDEN PATENT

Acme
Alco
American
Amplex
Apperson
Autocar
Brush
Buick
Cadillac
Cartercar
Chalmers
Columbia
Corbin
Dorris
E-M-F
Elmore
Everitt
Ewing Taxicab

Flanders
Franklin
Fuller
Glide
Grabowsky Truck
Great Smith
Haynes
Hewitt Truck
Hudson
Hupmobile

Jackson
Knox
Lambert
Locomobile
Lözier
McIntyre
Mack Truck
Marion
Marmon

Matheson
Maxwell
Mercer
Mitchell
Moline
Moon
Mora
National
Oakland

Oldsmobile
Overland
Packard
Palmer-Singer
Peerless
Pierce-Arrow
Pierce-Racine
Pope-Hartford
Premier

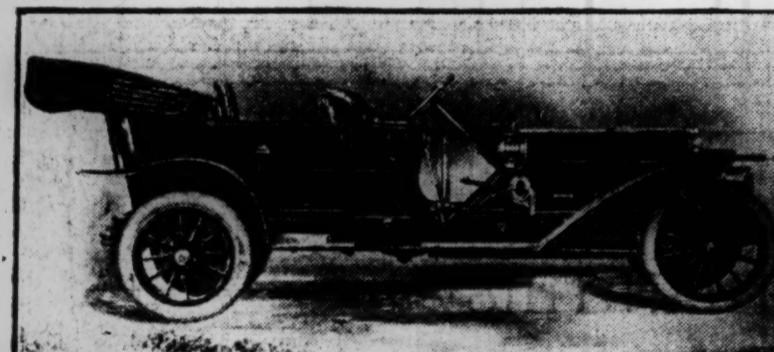
Pullman
Rainier
Randolph Truck
Rapid Truck
Regal
Reliance Truck
Reo
Royal Tourist
Sampson Truck

Selden
Simplex
Stearns
Stevens-Duryea
Stoddard-Dayton
Studebaker
Thomas
White
Winton

FOREIGN CARS—Brasier, Delaunay-Belleville, Lancia

ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS, 7 East 42d Street, New York

Six-Cylinder Stevens-Duryea



FORTIFICATION BOARD STARTS FOR PANAMA TO SEE GUN SITES

NEW YORK—To finally decide upon sites for the fortifications at the Atlantic and the Pacific terminals of the Panama canal and along the route of the canal, which will cost approximately \$5,000,000, a part of the fortifications board appointed by President Taft departed Wednesday on board the Ancon, of the Panama steamship line. In the party were Brig.-Gen. Arthur Murray, chief of artillery, and Brig.-Gen. William L. Marshall, chief of the engineer corps.

These officers have been preceded by

CANADIAN TARIFF NOW IN ABEYANCE

WASHINGTON—The state department will take no further action in regard to the Canadian tariff negotiations until the American commissioners report.

By executive proclamations issued Wednesday these countries are declared to be entitled to the United States minimum tariff rates: Cuba, Bahamas, Siam, Bermuda, Barbados, Leeward Islands, Windward Islands, Jamaica, including Turks and Caicos Islands, and Trinidad and Tobago.

INDIAN BILL IN THE SENATE

WASHINGTON—The Indian appropriation bill has been reported to the Senate. The Senate committee made a net increase in the aggregate of appropriations made by the House of \$1,000,000. The most important Senate amendment is for the relief of the Pottawatomie Indians in Wisconsin.

Brig.-Gen. William W. Wotherspoon, assistant chief of staff, and Maj. William G. Haan, in command at Ft. Worth, and by Commanders J. J. Knapp and W. J. Maxwell, the naval members of the board. The officers will make the round trip on board the Ancon, and expect to stay on the isthmus about eight or 10 days.

General Marshall said that while all the plans for the proposed fortifications had been worked out in the army offices in Washington on paper, it was necessary for the board to see the locations.

SUPPLYING PUBLIC WITH DESIRED CARS SECRET OF SUCCESS

"If one motive more than another is responsible for the creation of the United States Motor Company," says President Benjamin Briscoe, "it has been my constant desire to be able to give the public any kind of a car wanted."

"While the Maxwell-Briscoe Motor Company has done, and is doing, an enormous business, yet the field was limited to cars of a certain type, beyond which field we had no desires. But now, I am happy to say, the United States Motor Company, by reason of combined effort and marked efficiency, will be able to satisfy the public with any kind of a car at any price, be it for commercial or pleasure purposes."

"The majority of automobile concerns are compelled to purchase their parts from independent concerns, who must necessarily make a substantial profit to exist. This condition will not exist with the United States Motor Company."

"The influence of the company will be far-reaching, with representation everywhere in this and foreign countries. The demand for Maxwells in foreign countries has been so great that we have taken the cue and intend to exploit the world as a common market. A great many Maxwell cars have been shipped to Japan."

"Talent will be evident in every department, for I firmly believe to produce the best results the highest-priced skill is none too good. It is my desire to establish a criterion both for quality and reliability in every car that we will make, with prices ranging from \$500 to \$5000."

"It is unnecessary to tell those who have used Maxwell cars that public confidence in our efforts to build a reliable automobile has never been abused. The self-same policy will dominate in the United States Motor Company, only in a magnified form."

"I wish it definitely understood that neither Mr. Maxwell nor myself will relinquish in any way our responsibility to the Maxwell-Briscoe Motor Company—that we have no intention toward monopoly, and that the United States Motor Company will earn every dollar it makes by virtue of its efficient organization, a reward born and conferred by industry and perseverance."

PITTSBURG RAISES WORKERS' WAGES

PITTSBURG—Every employee of the city of Pittsburg will get a raise in salary, from the scrubwomen in the municipal buildings and pages in the city council to the department heads. After weeks of consideration the council finance committee approved the readjusted salaries on Wednesday. The increase will add about \$400,000 to the city's pay-roll.

Scrubwomen are advanced 25 cents a day and pages from \$10 to \$15 a month. Some stenographers and clerks get as much as \$500 increase, while none gets less than \$100 a year more.

CUYUNA RAILROAD IS SOLD.
MINNEAPOLIS—The Minneapolis, St. Paul & Sault Ste. Marie Railroad Company has bought for \$500,000 the Cuyuna Iron Range railroad. The transaction calls for the transfer of 36 miles of railroad and all the equipment.

R-S. MOTORCYCLE AT AUTO EXHIBIT

Various Types of Machines Manufactured by Concern Possess Modern Features, Speed and Style.

The Reading Standard Company is one of the oldest concerns in the motorcycle and bicycle business. It was organized in 1896 under the name of the Reading Standard Manufacturing Company for the manufacture of bicycles by William F. Remppis in Reading, Pa. In 1902 Mr. Remppis bought out the corporation, and became the sole proprietor, conducting the business under the name of Reading Standard Cycle Manufacturing Company, and adding motorcycles to his line.

From the first R-S motorcycles took a place in the front rank, which they have sustained ever since. Quality has distinguished the R-S motorcycles from the very beginning. Mr. Remppis' policy being not how cheap, but how good, and the R-S motorcycle has been particularly notable for the many improvements and the advancement it has been responsible for in motorcycle construction. The models brought out from year to year illustrate the advance of the motorcycle industry, and have been closely followed by other manufacturers.

Among other things, the R-S was the first motorcycle with the mechanical intake valve motor made and used on a motorcycle in America. An R-S loop frame motorcycle was shown at the New York show a year before the type, which is now almost universal in use, was adopted, and at a time when diamond frames were regarded as the standard of construction. The R-S type of gasoline tank was also brought out years ago, when gasoline tanks were mostly of the hump type and usually carried over the rear wheel.

The R-S was the first American machine on which an oil pump was used for lubricating purposes in this country. One of the exclusive features of the R-S is the independent chain adjustment on all their chain driven machines and their compensating sprocket is unquestionably the best sprocket on the market. Their grip control is one of the best. It is also their oiling device, and their new mechanical oiler is said to be a marvel of simplicity and neatness. Most of the exclusive features of the R-S are protected by patents or patents pending.

Although winning prizes in many contests the R-S never made any racing machines nor employed any professional men or a racing team until the end of the past season, when they entered the racing game by building a few racing ma-

WORCESTER SCHOOL HAS COMPLETE AUTO TESTING APPARATUS

WORCESTER, Mass.—The Worcester Polytechnic Institute has recently completed what is considered the most complete automobile testing plant in the country. It is in charge of D. L. Gallup, professor of gas engineering in the department of mechanical engineering, and much of the apparatus is from his own designs and construction.

The apparatus is on the West street level of the engineering building, and permits of cars being run into the room from the street by their own power and directly on to the testing wheels.

Facing the driver, while his car is being tested, is a chart ruled with lines and curves. The horizontal distances represent the rate of speed in miles per hour, and the vertical distances represent the drawbar pull. From these two factors are shown plotted curves, which represent the horsepower and the per cent of grade.

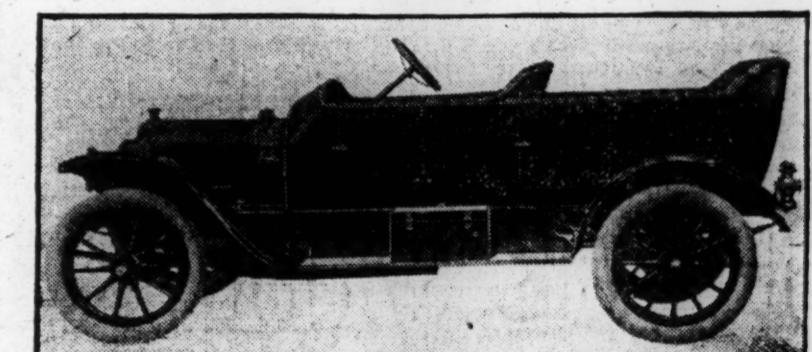
Two automatically controlled ribbons are strung in front of the chart, one being horizontal and moving up and down, and the other being strung vertically. The former represents the drawbar pull and the latter moves back and forth and represents the speed.

The rear wheels of the car undergoing the test rest upon the tops of large wooden pulleys, which are placed in bearings in a pit in such a manner that their top surfaces are on a level with the floor. By means of an Aiden absorption dynamometer the shaft upon which these pulleys are keyed can be controlled in such a manner as to offer resistance to the automobile wheels. In this way the drawbar pull can be increased or decreased at will and made to correspond to actual road conditions.

The horsepower and per cent of grade are indicated on their respective curves by the varying point of intersection of the two ribbons. The apparatus is designed to operate at speeds representing a maximum of 60 miles per hour and a drawbar pull of 1500 pounds and to grades of 25 per cent.

chines, which immediately showed that the R-S did not only have power and hill climbing ability, but also speed, for the R-S won all the amateur races in Atlanta, Ga., as well as other races all over the country.

White Gasoline Torpedo Model



CONGRESS SUPPORT PLEASES AMERICAN REPUBLICS BUREAU

WASHINGTON—The increased liberality of Congress in apportioning its yearly appropriation to the international bureaus of the American republics is the cause of expressions of great satisfaction by Director Barrett in the current number of the bulletin of the bureau.

The attitude of the House committee on foreign affairs is particularly commendable upon showing the sentiment of the whole House of Representatives, and as a practical evidence of the growing appreciation of the broad and useful work of the bureau.

Director Barrett appeared before the committee, by invitation, and was given a most attentive hearing by a largely attended meeting, and the increase of the

yearly quota, from \$56,000 to \$75,000, was voted unanimously. Several members took occasion to commend the activity and usefulness of the institution and referred to the popularity of its publications among their constituents.

It is interesting to observe that whereas only 10 per cent of the total membership of the Senate and House made any demand on the bureau three years ago, over 90 per cent have utilized it during the past year in some practical manner.

At one time the bureau was often described as "the fifth wheel of the government coach," but now its value as an international agency for the advancement of commerce and comity is admitted everywhere.

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At one time the bureau was often described as "the fifth

"THIS ADVERTISEMENT IS PUBLISHED FOR THE PROTECTION OF AUTOMOBILE BUYERS"

By the

Ford Motor Company

An advertisement recently published under this heading was for the intention of intimidating prospective buyers, who, deciding on merits only, would overlook all of the "71" varieties mentioned and purchase a FORD.

History repeats itself. That same sort of advertising appeared in 1908, warning against the purchase of an Unlicensed Car. After nearly seven years the Licensed Association has unexpectedly received a *Lower Court* decision and the advertising of 1908 is repeated.

They tell you in bold face type that "There is no reason why anyone buying a car should not buy a Licensed Car." There are many reasons why anyone should *NOT* buy a car licensed under the Selden Patent, because by so doing trust methods are encouraged, the evolution of the industry curtailed, and the maintenance of high-priced and poor quality cars assisted, because it is obvious that a protected monopoly does not try to please the public by producing better goods by more economical means.

Who has constituted this "Divine Body" to tell the public the names of manufacturers who market honest or dishonest cars? Who will say that FORD cars are dishonest after all they have done to promote the advancement of the industry? In this connection we were speaking to one of the prominent Licensed members the other day, and during the conversation he stated that without doubt HENRY FORD had done more, in building and marketing his low priced machines, to advance the industry than any dozen other manufacturers in the business.

It is a safe bet that the car will be honest as long as the manufacturer pays his dues to this "Divine Body." And would this same body deign to pronounce the FORD car dishonest in face of what it has done for the development of the entire car industry? Would the FORD be a dishonest car if FORD would join the "71" varieties?

Our opinion and our position, taken from the beginning, is unshaken—that this Selden Patent is a freak among alleged inventions and is worthless as a patent and worthless as a device.

The advertising campaign in the newspapers of this "Divine Committee" represents commercial morals and business methods which are very questionable. If the Ford Motor Company cared to resort to such tactics it has patents that cover many of the leading features of automobile construction a thousand times

more valuable in the automobile industry than Selden's, and could also threaten and bring suits against many of this "Divine Committee" as infringers of its patents. Not for a moment, however, had it entered our heads to harass or annoy individual users of licensed product by suing them as infringers of Ford patents.

Although the opinion of Judge Hough was filed on September 15, 1909, no injunction has ever been entered against us in this case, nor indeed has any decree been entered. It would really seem, then, that this threatening cabal should get through with us first before they make any attack upon our customers. The court will not permit our customers to be sued and persecuted as individuals while this suit is pending against us as manufacturers.

A Lower Court Decision is far from final. It is only the first round of a patent battle. There remain the Court of Appeals and then the Supreme Court, to both of which we can, and, if necessary, will, carry this case. This is a right granted us by the Constitution of the United States, which right we will exercise, so that it is hardly becoming of our esteemed Licensed competitors to take this decision as final, and by it endeavor to intimidate present and prospective owners of Ford cars.

The opinion of the patent in the lower court was rendered by District Judge Hough, showing on its face that he expected an immediate appeal to the higher court from the doubtful questions disclosed by his opinion.

Although it is seven years since this fight was started and nearly six months since the decision was rendered, no decree has yet been entered, and there is no immediate likelihood.

There are millions of dollars invested and more being invested every day in the building and marketing of Unlicensed automobiles which will unquestionably bring advanced methods of manufacture into vogue and will mean better and more economical cars to buy and to maintain.

It is a well known fact that prices are already too high, although this "Divine Executive Committee" says to the Unlicensed makers, "Before we will place upon you our 'Divine' blessing, we desire you to advance your prices several hundred dollars per car and to limit your production," and while they do not say, it is clearly implied, "so we will not have such keen competition."

Because the unlicensed makers are not organized they do not present such an array of names as their self-constituted saviors of the public, but we assure you that there are sufficient independent manufacturers who will continue to fight against turning the automobile industry into a monopoly.

It is clearly the duty of every law-abiding American citizen to respect exclusive rights secured by a patent, when that patent has been honestly obtained, honestly operated and declared to be an honest patent by the highest courts in the land. Such, however, cannot be said of the Selden patent.

We take issue with the statement that the members of the Licensed Association individually and collectively are chiefly responsible for the development of the automobile to its present perfect state. HENRY FORD alone has done more to develop the automobile industry than the combined members of the Licensed Association, which fact cannot be honestly contradicted. We believe the public will agree with us in this.

It is not true that those Licensed under the Selden patent have been and are now leaders in the production of medium, low and high priced cars. We can prove by figures and facts that HENRY FORD produces more low priced cars than any other maker in the world. So it can hardly be stated that these Licensees are the leaders in the production of low priced cars. We ask our friends who have heard or read some of the statements made by these "Divine" people to call upon them to furnish their proof.

In Conclusion we beg to state if there are any prospective automobile buyers who are at all intimidated by the claims made by our adversaries that we will give them, in addition to the protection of the Ford Motor Company with its some \$6,000,000.00 of assets, an individual bond backed by a Company of over \$6,000,000.00 more of assets, so that each and every individual owner of a Ford car will be protected until at least \$12,000,000.00 of assets have been wiped out by those who desire to control and monopolize this wonderful industry.

The bond is yours for the asking, so do not allow yourself to be sold inferior cars at extravagant prices because of any statement made by this "Divine" body.

N. B.—This fight is not being waged by the Ford Motor Company without the advice and counsel of the ablest patent attorneys of the East and West.

This Announcement Is Made So That Buyers of Automobiles May Know the Facts and Be Governed Accordingly

NEW FORD MODEL T COUPE PROVES VERY ATTRACTIVE

Entire Driving Mechanism Is Built Inside of Enclosed Body—The Engine Particulars.

One of the busiest men at the automobile show is Charles E. Fay, New England manager of the Ford Motor Company, which has a very large and attractive exhibit in the main hall. There has been steady string of visitors to this booth every day and the business done by Mr. Fay to date has been very large.

The new model T coupe is one of the cars being shown by this company at this show that is attracting much attention. It is handsomely designed and of strong construction and makes an ideal winter car both for pleasure and business purposes. The entire driving mechanism is enclosed.

In looks, this car compares very favorably with any of its class. For service, the record of 15,000 model T cars built prior to Jan. 1, 1910, and on this same chassis, affords ample guarantee.

As all model T bodies are interchangeable, a touring car or roadster body may be substituted for the coupe at the end of the winter season, which is a valuable feature.

The engine is a 4-cylinder, 4-cycle one with 3½-in. bore, 4-in. stroke, rated as 20 horsepower. Rated in accordance with the formula, the square of the diameter of one cylinder multiplied by the number of cylinders and the result divided by 2%, the horsepower of the model T, as 22%. Cylinders are cast in one block and with water jackets and upper half of crank case integral. The water-jacketed cylinder head is detachable, rendering easily accessible all pistons, cylinders and valves.

TO INSTALL DYNAMOMETER.

A. L. McMurry, chairman of the technical committee of the Automobile Club of America has announced that the club is contemplating the installation in the laboratory of a cradle dynamometer especially adapted to test the output of any gasoline or internal combustion engine in terms of speed and torque.

1910 Model Parry Roadster



SIX-DAY MOTOR CAR RACE CONTINUES TO FIND ADVOCATES

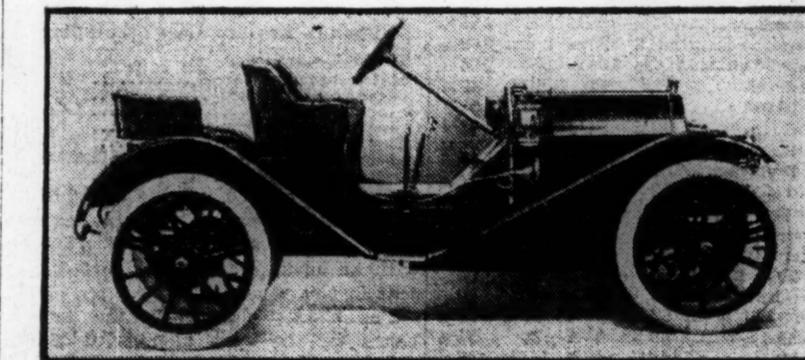
Paul La Croix, Who Drives the Renault, and J. T. Rainier Would Enter Contest of This Kind.

Not in a long time has any proposition for automobile speed and endurance competition been so favorably received as the recommendation of Louis A. Disbrow for a six-day automobile race. Among the advocates gained for this form of contest is Paul La Croix whose Renault car was a winner in one of the most exciting 24-hour races at Brighton Beach last year. Mr. La Croix is of the opinion that a contest as proposed will be a greater test for both speed and endurance and will furnish more sport than a straightforward 24-hour race. He favors running such a contest a given number of hours per day and placing cars in "control" at night. The only points on which he differs from the Disbrow plan is that not all the parts changed during such a race should be charged against the car. Should a contest of this character be included in the summer program at the Brighton Beach motorrome, Mr. La Croix promises the entry of two Renault cars.

John T. Rainier is particularly interested in this proposition and, like Mr. La Croix, says that if the Motor Racing Association will promote a six-day race on the lines proposed, two Rainier cars will be on the starting line. Mr. Rainier declares that a track race of this class will be a far better test both of continued speed and endurance than any other form of competition so far followed. He points out that it will have the added value of being constantly in view of the interested public and that a rule preventing any work on cars except during race hours will be particularly instructive.

The instruction is of a thorough, practical nature, and the instructors tend to ground the students thoroughly in the principles involved without going unnecessarily into theory. As far as possible oral instruction is supplemented by specimens of the parts under discussion, and by the use of diagrams and illustrations specially prepared, to appeal to students not specially versed in technical matters.

The Hudson Roadster for 1910



WHAT AUTOMOBILE DRIVERS MUST KNOW ABOUT THEIR CARS

overhauling of engines, the timing of valves, valve grinding, the lining up of engines and transmissions, adjustment of brakes and final drives, the wiring of ignition systems, and how to locate defects, setting of magnetos and timers, attaching the carburetor, bearing scraping, and other operations incidental to the care of automobiles.

Driving—After the student has mastered the many details mentioned, instruction in driving is then taken up. The equipment comprises a car, which is mounted upon rollers on the main floor of the building, and the student is able to obtain by its aid experience in the use of the spark and throttle levers, and changing speeds, as well as if he were seated in a car upon the road, and at the same time no attention must be paid to steering, and therefore no danger is incurred. But after sufficient practice has been obtained upon the stationary car, students are taken out in a large touring car, in charge of a competent road instructor, and given practical instruction on the crowded thoroughfares, where they are taught to meet all kinds and sorts of emergencies.

The instruction is of a thorough, practical nature, and the instructors tend to ground the students thoroughly in the principles involved without going unnecessarily into theory. As far as possible oral instruction is supplemented by specimens of the parts under discussion, and by the use of diagrams and illustrations specially prepared, to appeal to students not specially versed in technical matters.

AUTOMOBILE VALUES SHOW CARS ARE NOT MERE LUXURY

The employment given thousands of men and the many disadvantages of the automobile are cited by the Horseless Age in refutation of the claim by some that the motor car is a luxury.

We need not dwell on the advantages of automobiles to those who use them, as this is a more or less hackneyed theme, and the fact that cars are bought in constantly increasing numbers—the rate of increase being geometric rather than arithmetical—shows beyond all question that automobiles serve a useful purpose. But we think that the beneficial effect of the development of the automobile on others than users has seldom been sufficiently emphasized.

The automobile industry not only gives direct employment to more than 100,000 workmen in automobile factories, but furnishes work for accessories factories, employing about half that number again and keeping busy thousands of sales agencies, garages and repair shops all over the country, with a large army of well-paid employees.

In 1907, when the production was close on to 55,000 cars of all kinds, a careful estimate of the number of employees in the different branches of the industry gave the following results: Auto factories, 58,000; accessories factories 29,000; garages and sales agencies, 21,500.

Last year, with a total production of 114,000 gasoline cars alone, and great activity in the electric branch, the number of employees in each branch must have been at least double the above, giving 116,000 in auto factories, 68,000 in

WORKING FOR IDEAL IN VEHICLE BUILDING, IS TOLD BY EXPERT

Try to Improve Is Watchword in Factory Where Artisans Are Held Responsible for Carriage Perfection.

Working for an ideal in vehicle building is interestingly described by Charles E. J. Lang, secretary and treasurer of the Rauch & Lang Carriage Company, who says:

"To have had in view always the best and to have constantly striven to produce that which one has cherished means much to the man who has set his ideal high. Many years ago, when I entered the firm of Mr. Rauch and secured a working knowledge of the vehicle business I decided that there was as much need of ideals in the vehicle business as there is in music, art or drama.

"Ideals in carriages—it seems ludicrous—and yet this very thing is what has made the success of the Rauch & Lang vehicles. There was a point to be reached, a point which consisted only of this, and the fact that cars are bought in constantly increasing numbers—the rate of increase being geometric rather than arithmetical—shows beyond all question that automobiles serve a useful purpose. But we think that the beneficial effect of the development of the automobile on others than users has seldom been sufficiently emphasized.

Perhaps no contributory industry has been more favorably influenced by the prosperity of the automobile industry than the machine tool industry. Indeed, we have been given to understand by parties in close touch with that industry that if it had not been for the demand from automobile manufacturers perhaps half of the machine tool factories would have been idle during the past year, as the general machine trade was still suffering heavily from the effect of the financial panic of 1907.

Other industries have been correspondingly benefited, some of whom have been connected with this concern since its inception. This seeking only for the best and being satisfied with nothing else has become a slogan which each employee has found necessary to emulate as soon as he entered the employ of this concern. Working with an ideal in view makes an employee more satisfactory to his employer."

World's Latest News of Finance and Industry

The Specialties Are Prominent in the Stock Market

Trading Active in Big Four, the Rock Island and Other Railroad Issues—Norfolk Makes Advance.

BOSTON IS STEADY

Price movements were of the see-saw order today. There was a slight disposition at the opening and during the early sales to continue the selling movement in progress during the late trading yesterday. Prices melted away somewhat but the realizing met with fairly good buying and important stocks soon showed substantial recovery. However there was apparent hesitation here and there owing to the often repeated opinion that a good reaction was due after the somewhat prolonged upward movement.

New developments seemed to have nothing to do with the situation, there being nothing in the early reports to influence prices one way or the other. The restoration of dividends to their former basis by railroad and other corporations, the extra distributions made from time to time and the steadily increased earnings have proved a strong argument for the bulls. It was asserted when prices were about at their lowest some weeks ago that an adverse decision in the American Tobacco case and all other unfavorable developments then talked about had been fully discounted. Prices have since had a good recovery so that the bears are counting upon using the same arguments they did before to bring about another decline should it be necessary to establish a lower level.

The Rock Island issues again came into prominence today. The common stock opened off $\frac{1}{4}$ at 50 and then moved up well above 51. The preferred was at 90 $\frac{1}{4}$ and improved to 91 during the forenoon.

Southern Pacific opened up $\frac{1}{4}$ at 120 $\frac{1}{2}$ and gained almost 2 points during the first part of the session. Norfolk & Western was $\frac{1}{4}$ higher at the opening at 102 $\frac{1}{2}$ and advanced to 104. Panhandle at 101 $\frac{1}{2}$ was up $\frac{1}{4}$ at the opening. It later advanced to 103. Union Pacific opened at 102, a point above last night's closing. After reacting to 101 $\frac{1}{2}$ it rose nearly a point above the opening price. Brooklyn Rapid Transit sold ex-dividend at the opening at 78 and then declined fractionally. Big Four opened up $\frac{1}{4}$ at 83 $\frac{1}{2}$ and advanced over 2 points further. There was a good deal of realizing toward midday and prices began to recede.

The local market held fairly steady. Franklin opened up $\frac{1}{4}$ at 21 $\frac{1}{2}$, sold above 22 and then sagged off to the opening price. Edison Electric was up a point at 25. North Butte was up $\frac{1}{4}$ at 43 $\frac{1}{2}$ at the opening, but lost the gain. Osceola opened off a point at 157, but soon recovered.

INCREASE IN COPPER SURPLUS

NEW YORK—The copper producers' statement for February, 1910, shows copper stocks increased 8,724,563 pounds. The production was 112,714,493; domestic deliveries 66,618,322; export deliveries 37,369,518; total deliveries 103,987,940.

Stocks on hand March 1 were 107,187,992 pounds.

The feature of the copper producers' statement for February, while it showed a total production of only 112,700,000 pounds, as a matter of fact the rate of production for the month was the second largest in the history of the industry as the daily average output for the month was 4,025,440 pounds and was exceeded only by the 4,053,945 daily average during November.

The explanation of this large average in the face of the closing down of the Butte mines, as well as the curtailment of the Calumet mines, can be explained only by the fact that the output is rather one from the smelters than from the mines, so it is the output of the mines of several months ago which is really shown in the February figures.

FINANCIAL PLAN OF THE NORFOLK

NEW YORK—The Norfolk & Western Railway Company makes the following announcement:

"At a meeting of board of directors held March 10, 1910, it was decided to offer to the preferred and common stockholders the privilege of subscribing at par for the 4 per cent convertible bonds of the company to the extent of 12 per cent of their present holdings. Warrants will be issued to stockholders in due course."

This announcement relates to the financial plan which the directors have had under consideration for some little time and it is understood that the proceeds of the bonds will be used largely in the payment for double tracking and other new work. The issue will be \$10,000,000.

BANK OF ENGLAND RATE.
LONDON—The minimum rate of discount of the Bank of England is unchanged at 3 per cent.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2:30 p.m.:

	Open.	High.	Low.	Last.
Allis-Chalmers	12 $\frac{1}{4}$	12 $\frac{1}{4}$	12 $\frac{1}{4}$	12 $\frac{1}{4}$
Allis-Chalmers pf.	46	46	46	46
Almaagamated	82 $\frac{1}{2}$	83	81 $\frac{1}{2}$	82 $\frac{1}{2}$
Am Ag Chemical	48	48	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Am Best Star	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$
Am Can	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Am Can pf.	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$
Am Car & Foun	67	67	66 $\frac{1}{2}$	67 $\frac{1}{2}$
Am Cotton Oil	69	69	69	69
Am Hide & L	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Am Hide & L pf.	41	41	41 $\frac{1}{2}$	41 $\frac{1}{2}$
Am Joe	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$
Am Linseed Oil	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
Am Locomotive	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Am Smet & Re	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Am S & R pf.	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Am Steel Fy new	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Am Sugar	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$
Am Tel & Tel	142 $\frac{1}{2}$	141 $\frac{1}{2}$	141 $\frac{1}{2}$	141 $\frac{1}{2}$
Am Woolen	37 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$
Am Woolen pf.	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$
Anacondas	51	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51
Am Arbor pf.	72	72	72	72
Atchison	118 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$
At Coast Line	133	133	133	133
Baltimore & Ohio	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$
Brooklyn Rap Tr	180 $\frac{1}{2}$	180 $\frac{1}{2}$	180 $\frac{1}{2}$	180 $\frac{1}{2}$
Canadian Pacific	180 $\frac{1}{2}$	180 $\frac{1}{2}$	180 $\frac{1}{2}$	180 $\frac{1}{2}$
Central Leather	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$
Central Leather pf	108	108	108	108
Chesapeake & Ohio	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Chicago	60	60	60	60
Chi Gt West (n.s.)	31 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$
Chi Gt West pf(n.s.)	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
C C & St Louis	83 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$
Col Fuel & Iron	43	42 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$
Com Gas	149 $\frac{1}{2}$	149 $\frac{1}{2}$	149 $\frac{1}{2}$	149 $\frac{1}{2}$
Corn Products	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$
Corn Products pf	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Den & Rio Grande	43 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$
Den & Rio Gr pf	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Eric	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
Eric 1st pf	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$
Eric 2nd pf	157	157	157	157
Eric 3rd pf	139 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$
Eric 4th pf	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$
Hocking Coal	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$
Hocking Valley pf	91	91	91	91
Illinois Central	144 $\frac{1}{2}$	143 $\frac{1}{2}$	143 $\frac{1}{2}$	143 $\frac{1}{2}$
Inter-Met pf	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Int Harvester	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
Int Mof Marine pf	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$
Int Paper	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$
Int Pump	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$
Iowa Central	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$
Iowa Central pf	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$
Iowa Central pf	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$
Kansas City Sm Co	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Kansas City Sm pf	70	70	70	70
Kansas & Texas	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$
Laclede Gas	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$
Louis & Nash	154 $\frac{1}{2}$	154	154	154
Ly Cen	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Manhattan	138 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$
Manhat Beach Co	3	3	3	3
Minn & St Louis	43	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$
M St P & St Marie	144 $\frac{1}{2}$	144 $\frac{1}{2}$	144 $\frac{1}{2}$	144 $\frac{1}{2}$
Missouri Pacific	72	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$
Nat Enameling pf	95	95	95	95
Nat Lead	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
N Y C	127 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$
N Y & S L	61	61	61	61
N Y H & H	161 $\frac{1}{2}$	161 $\frac{1}{2}$	161 $\frac{1}{2}$	161 $\frac{1}{2}$
Norfolk & Western	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$

Market Reports

Produce

Shipping

SHIPPING NEWS

The United Fruit Company's steamship Limon, Captain Smith, sailed from Long wharf today for Port Limon, Costa Rica, with several saloon passengers and a large general cargo. Among the Bostonians sailing on the liner were Leon S. Saville, W. C. Jones, Stanley Williams, B. C. Fletcher, Carter Holmes and Leon G. Laprade. Her cargo included heavy shipments of spring fabrics and merchandise for the Costa Rican summer trade.

Sailing on the company's steamer Almirante from New York today for Kingston, Colon and Santa Marta, were a number of Bostonians and New England tourists, among whom were Fred Field, manager of the Boston division of the United Fruit Company; E. W. Gardiner and Charles E. Woods of Boston, Mr. and Mrs. John Hale of Worcester, Clarence P. Bradley of Meriden, Dr. N. Bell of Hartford. Among the prominent New Yorkers sailing on the steamer were Col. John McAnerney and two daughters.

Capt. H. A. Henshaw, formerly in the steamer Admiral Sampson in the Boston-Jamaica service, is in command of the Almirante.

Not a single offshore craft reached T wharf this morning, but a large fleet of market boats is in. None of them, however, brought large fares, the captains reporting that fish are very scarce on the shore.

The arrivals are: Sadie M. Nunan with 21,200 pounds, Washakie 9300, Elizabeth W. Nunan 22,700, Lillian 4300, Gladys and Nellie 14,000, Valentine 3000, Flora J. Sears 11,800, Yankee 3400, Victor and Ethan 15,000, Rose Dorothie 25,000, Walter P. Goullart 12,100, Edith Silveira 13,500, Galatea 7500, Rita A. Viator 14,000, Flavilla 14,000, Hattie F. Knowlton 2700, Metacomet 11,000, Topsail Girl 5000, Mary E. Cooney 10,000, Mary Edith 8000, Lewis Totman 3000, Little Fannie 2300, Wodan 4500, Diana 1700, N. A. Rowe 2000, F. C. Brown 1000.

T wharf dealers' prices Thursday per hundredweight, Haddock \$2.25@3.75, large cod \$3.25, small cod \$2.25, large hake \$2.25, small hake \$1.25, eusk \$1.25 @1.50, pollack \$2.

Merchants line steamer Boston has left here for Portland to take the place of the steamer Manhattan, which was recently destroyed by fire. The Boston will continue in the service between New York and Portland until the Northland is ready, a few weeks hence. The Merchant Line and the Maine Steamship Company are both owned by the New York, New Haven & Hartford railroad.

Completing a 61-day passage from Boston, the British ship Erne, Captain Fickett, arrived at Buenos Aires Tuesday. The ship had a big lumber cargo.

To undergo important repairs to her machinery, the Metropolitan liner Harvard, Captain Thompson, left India wharf today for Hoboken, N. J. Additional staterooms will be built in order to increase passenger accommodations, and the whole craft will be thoroughly overhauled and made ready for another season.

PORT OF BOSTON.

Arrived.
Str Samland (Belg.) Prager, Antwerp, Feb 24, mdse to Fredk Leyland & Co.

Str Junta, James, Norfolk, mdse and passengers to C H Maynard.

Str Old Colony, McKinnon, New York, mdse to the New England Nav Co.

Str Everett, Abbott, Baltimore, coal for New England Coal & Coke Co.

Str Governor Dingley, Linscott, Portland, Me.

Str City of Gloucester, Godfrey, Gloucester.

Tug Prudence, Chandler, Portland, Me.

Tug Eureka, Plummer, New York, towing barges Canton, from Edgewater, and Haverford, from Perth Amboy.

Tug Monocacy, Camp, Salem, towing barge Logan, for Philadelphia; called for Bethayres and Trevorton.

Tug H A Mathis, Ross, Rockport, Mass., arrd last night.

Str Boston (Br.), Simms, Yarmouth, N S, mdse and passengers to J F Masters.

Str A W Perry (Br.), Hawes, Halifax, N S, mdse and passengers to F W Bedell.

Cleared.

Strs H F Dimock, Colberth, New York, by W H Blasdale; Old Colony, McKinnon, do, by N E Nav Co; Governor Dingley, Linscott, Portland, by J S Carter; Kershaw, Johnson, Norfolk, by C H Maynard; Berkshire, Howes, Philadelphia, by same; Camden Strout, Portland, by J S Carter, Wednesday; Harvard, Thompson, New York, by W H Blasdale.

Sailed.

Strs Limon (Br) Port Limon; Harvard, New York; Cestrian (Br) Liverpool; Kershaw, Norfolk; Berkshire, Philadelphia; H F Dimock, New York; Old Colony, do.

Sold.

Strs H F Dimock, Colberth, New York, by W H Blasdale; Old Colony, McKinnon, do, by N E Nav Co; Governor Dingley, Linscott, Portland, by J S Carter; Kershaw, Johnson, Norfolk, by C H Maynard; Berkshire, Howes, Philadelphia, by same; Camden Strout, Portland, by J S Carter, Wednesday; Harvard, Thompson, New York, by W H Blasdale.

Arrived.

Strs Paoli (from South Amboy) towing barges Devon for Beverly, and Oxford for Portland; Monocacy, Philadelphia, towing barges Logan (from Salem) Bethayres and Trevorton; H A Mathis and Sadie Rosa, Plymouth to float stranded fishing schooner Matiana; June, towing barge Hauto (from South Amboy) Lynn.

NEW YORK ARRIVALS.

Strs Oceanus, Bermuda, Re d'Italia, Mediterranean ports; St Louis, Southampton, Cherbourg and Queenstown; El Dia, New Orleans, Burgomaster, Peter sen, Hamburg and Shields.

Arrd, night—Tugs Harold, towing two barges; Rattler, towing two barges; sch Childe Harold, Norfolk, for Boston.

Produce Markets:

PENNSYLVANIA'S IMPROVEMENTS

More Spent Than Originally Estimated, but the Results Thus Far Are Satisfactory —Big Earnings Expected.

PHILADELPHIA.—When President A. J. Cassatt announced that Pennsylvania Railroad would rebuild the main line at \$70,000,000 expense and spend \$100,000,000 on New York tunnel improvements, many timid stockholders wondered if he had lost his head. Now these great undertakings are completed.

More has been spent than originally estimated, but already the results have been eminently satisfactory, though the company has not yet had opportunity to show what it can do, as the new facilities have not come fully into play and the traffic situation has not been as satisfactory as it no doubt will be.

Gross increased in eight years about 52 per cent, gross income more than 77 per cent, and surplus for dividends 57 per cent. The stock has been nearly doubled, but bonded debt has actually been decreased and will be decreased further this year.

It will be easier to earn the dividends this year and after than ever before; more was earned for the stock in 1909 than when the great improvements were begun. Cash on hand is \$107,725,636.

In a week \$60,000,000 notes will mature and be paid, and on July 1 \$20,000,000 general mortgage due will be retired. Of the \$60,000,000 notes \$24,000,000 are in the treasury, which is equivalent to that much more cash.

UNITED FRUIT'S EARNING POWER

The prediction is freely made that the earnings of the United Fruit Company for the current fiscal year will exceed 25 per cent on the capital stock. Revenue of the company have steadily increased during the past nine years. The following table shows how the company has prospered:

Year	Net Income, Chgs. etc.	For % on stock.
1900*	\$1,870,811	1.42%
1901*	1,251,976	1.53,410
1902	2,446,517	200,600
1903	2,077,718	229,584
1904	2,077,718	1,848,153
1905	1,761,649	1,28,543
1906	3,900,987	11,354
1907	6,289,909	60,982
1908	4,614,180	18,140
1909	4,388,940	220,770
		4,167,570

*To Aug. 31; all following years end Sept. 30.

The total net income has increased 143 per cent in 10 years, while charges and other deductions have remained practically unchanged.

PROVISIONS

Chicago Market.

May wheat \$1.13@14, May pork \$24.55, May lard \$13.00, hog receipts 16,000, prices \$10.30@10.00. Cattle mkt steady; receipts 8000. Beeves \$5.20@8.40, cows and heifers \$2.00@6.00, Tex strats \$4.75@5.90, stkrds and fdrs \$3.60@6.35, western cattle \$4.80@6.00.

Today, 973 pkgs, last year 1516 pkgs.

Boston Prices.

Flour—Mill shipments spring patents, \$5.70@6.30; clear, \$4.00@4.90; winter patents, \$6.00@6.80; straight, \$5.70@6.50, stkrds and fdrs \$3.60@6.35, western cattle \$4.80@6.00.

Today, 973 pkgs, last year 1516 pkgs.

Bacon.

Flour—Mill shipments spring patents, \$5.70@6.30; clear, \$4.00@4.90; winter patents, \$6.00@6.80; straight, \$5.70@6.50, stkrds and fdrs \$3.60@6.35, western cattle \$4.80@6.00.

Today, 973 pkgs, last year 1516 pkgs.

Carrots.

Flour—Mill shipments spring patents,

\$5.70@6.30; clear, \$4.00@4.90; winter

patents, \$6.00@6.80; straight, \$5.70@6.50, stkrds and fdrs \$3.60@6.35, western cattle \$4.80@6.00.

Today, 973 pkgs, last year 1516 pkgs.

Apples.

Flour—Mill shipments spring patents,

\$5.70@6.30; clear, \$4.00@4.90; winter

patents, \$6.00@6.80; straight, \$5.70@6.50, stkrds and fdrs \$3.60@6.35, western cattle \$4.80@6.00.

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Onions.

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BOSTON AND N. E.

HELP WANTED—MALE

Leave your Free Want Ads. with the following newsmen. They will send them to this office.

BOSTON.

Stefano Badesa, 34 Atlantic ave.; Harvey Brown, 369 Cambridge st.; A. F. Clegg, 675 Washington st.; G. A. Harvey, 475 Columbus ave.; F. Kendrick, 772 Tremont st.; Arthur C. Lane, 69 Charles st.; James L. Lester, 100 Franklin st.; Chas. A. Oddy & Co., 1781 Washington, P. E. Richardson, 538 Tremont st.; Minard & Thompson, 707 Harrison ave.

EAST BOSTON.

H. L. Bussey, 100 Congress st.; A. Cawthon, 312 Meridian st.; Richard McDonnell, 80 Meridian st.; Miss J. Annie Taylor, 279 Meridian st.

ALLSTON.

J. W. Dunn, 30 Franklin st.; AMERBURY. Howes & Allen, 14 Main st.; ANDOVER.

ARLINGTON.

Arlington News Company; ATTLEBORO. L. H. Cooper.

AYER.

Sherwin & Co., Beverly New Company; BEVERLY.

BRIGHTON.

E. F. Perry, 338 Washington st.; BROOKLINE.

W. D. Paine, 23 Washington st.

BROCKTON.

George C. Smith, 17 Center st.; CAMBRIDGE.

Amette Brown, Harvard square.

F. L. Buene, 665 Massachusetts ave.; CANTON.

CHELSEA.

Jas. Blandford, 128 Winnisimmet st.; Smith Brothers, 109 Broadway; William Corlett, 21 Washington ave.

DANVERS.

Danvers News Agency; EAST CAMBRIDGE.

D. B. Newell, 278 Cambridge st.

NORTH CAMBRIDGE. James W. Hinckley, 2074 Mass. ave.; CHARLESTOWN.

S. A. Wilcox, 7 Main st.

DORCHESTER.

B. H. Hunt, 140 Dorchester ave.; Charles O'Donnell, 50 Bowdoin st.

EVERETT.

M. B. French, 434 Broadway; J. H. Macdonald, Glendale square; FALL RIVER.

J. W. Miller, newsdealer, 41 So. Main; L. M. Harcourt.

FITCHBURG.

Lewis O. West, Broad st.; T. C. CARLIN.

J. W. Bachelder.

FOREST HILLS. C. G. Ochs, 8 Hyde Park ave.; GLOUCESTER.

Frank M. Gillman, 330 Franklin st.; HAVERHILL.

William E. How, 27 Washington sq.

HUDSON. Charles G. Parker, Co., 23 Main st.; JAMAICA PLAIN.

Barrett & Cannon, 114 South st.; P. F. Dresler, 731 Center st.

LAWRENCE.

James L. Ford, 20 Franklin st.; L. E. LEOMINSTER.

A. C. Hosmer.

LOWELL. G. C. Prince & Son, 25 Merrimac st.

LYNN.

B. N. Reed, 33 Market square; F. W. Newhall, Lewis, cor. Breed st.

MALDEN.

L. P. Russell, 100 Franklin st.; H. W. Shurburton (B. & M. B. R.)

MANCHESTER.

L. W. Floyd, MEDFORD.

W. C. Morse, 94 Washington st.; Frank H. Peak, 134 Riverside ave.

MEDEVILLE HILLSIDE.

Frank B. Gilman, 330 Boston ave.

WEST MEDFORD.

N. E. Wilbur, Broad st.; MELBOURNE.

George L. Lawrence.

C. E. Cushing, NEEDHAM.

NEW BEDFORD.

G. L. Briggs, 101 Purchase st.; NEWBURYPORT.

Fowles News Company, 17 State st.

ROCKLAND.

A. S. Peterson.

ROSLINDALE.

W. W. Davison, Poplar st.; PLYMOUTH.

Charles A. Smith.

QUINCY.

L. A. Chapin.

READING.

M. F. Charles.

ROXBURY.

R. Allison & Co., 338 State st.; Benjamin Devotion, 374 Broad Hill ave.

SOMERVILLE.

G. T. Bailey, 245 Pearl st.; Winter Hill ave.

SOUTH FRAMINGHAM.

G. H. Miner & Co., SPRINGFIELD.

STONEHAM.

A. W. Rice, THE NEWTONS.

CONCORD.

G. F. Briggs, 273 Wash. st.; Newton, W. F. Woodman, 1241 Center st.; New-ton Center.

BRIDGEPORT.

Bridgeport News Company, 248-250 Middle st.

NEW HAVEN.

The Connecticut News Company, 204-206 State st.

MAINE.

O. C. Bean, LEWISTON.

WORCESTER.

Moore & Parker, 100 Pleasant Main and Pleasant st.

CONNECTICUT.

BRIDGEPORT.

Portsmouth News Agency, 21 Con-

RHODE ISLAND.

VERMONT.

NEWPORT.

C. F. Bigelow, Bigelow's Pharmacy.

SOUTH JOHNSBURY.

Randall & Whitcomb, 27 Main st.

BOSTON AND N. E.

HELP WANTED—FEMALE

SAINTS DESIRED

FOR WORK

FOR CHILDREN

FOR HOUSEKEEPING

FOR TEACHING

FOR SEWING

FOR COOKING

FOR WAITING

FOR SEWING

FOR COOKING

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BOSTON AND N. E.

EASTERN STATES

CENTRAL STATES

SITUATIONS WANTED—MALE

FREIGHT ELEVATOR man, 28, wants position with firm; best references. **WILLIAM F. CALLAN**, 149 Lamartine st., Jamaica Plain, Mass. 16

GARDENER (20) desires position; understands moth work, experienced, handy tools. **J. H. M.**, 1 Merrimac pl., Roxbury, Mass. 12

GARAGE—Young man (20) with good references, desires position in garage to learn business. **C. B. G.**, 342 Auburndale ave., Auburndale, Mass. 14

GARAGE—**MAN** desires to clean brass or any kind of work; best of references. **HARRY CLEGG**, 130 Harvard st., Brookline, Mass. 16

GENERAL MAN wants position club, hotel, private house, slide or store room; experience, good references, active, willing. **JOHN J. KELLY**, 10 Garfield st., Boston. 12

GENERAL MAN porter or kitchen, desires work; not afraid of work; best of references. **W. H. BLYDE**, 9 Hanson st., Boston. 12

GENERAL WORK wanted on gentleman's place by well referenced man with good character. **JOHN DRAKE**, 336 Savin Hill av., Dorchester, Mass. 12

GENERAL—Young man (18) senior in high school, desires work after school hours; no car; good references. **CHAS. SMITH**, 97 Munroe st., Roxbury, Mass. 14

GROOM, English, 26, temperate, would like position as coachman, or any honest employment; good references. **M. MERRAY**, room 35, 545 Main st., Worcester, Mass. 16

HOTEL OR RESTAURANT MANAGER, thoroughly experienced, wants position with owner of mountain or seashore hotel for season of 1910. **H. B. WHITE**, 106 Talbot av., Dorchester, Mass. 14

HOTEL MANAGER, age 31. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention No. 2690. 14

JANITOR desires work. Apply 194 Arbold st., Roxbury. 12

JANITOR, inc. fireman, desires position, as such as caretaker, in Boston. **E. COLLINS**, 192 Grinnell st., New Bedford, Mass. 10

JANITOR or watchman desires position as such as caretaker, in Boston. **L. M. MEADE**, 125 Myrtle st., Boston. 14

JANITOR or houseman desires position; best of references. **K. H. W.**, 96a Dover st., Boston. 15

MACHINIST'S HELPER, \$12, 2 years' experience. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention 2678. 14

MACHINIST desires work in small factory. **G. 590**, Monitor Office. 14

MACHINIST desires temporary position; capable, directing and taking charge of office, and general correspondence. **L. J. M.**, 30 Dana st., Cambridge. 12

MECHANICAL OR ELECTRICAL draftsman, \$18-\$25, age 25, 3 years' experience and references. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention 2674. 14

MECHANICAL employment of any kind desired; hand with tools; temperate and reliable; hard work preferred; married men, 22; about \$12 week. **NORMAN D. ROLFE**, 120 Savin Hill av., Dorchester, Mass. 16

MESSENGER—Young man attending college desires temporary position for June and August. **J. I. GIBSON**, 34 Gorham st., Cambridge, Mass. 16

MOTORMAN desires position; willing to go anywhere; best of references. **J. A. WOOD**, 224 Franklin and Worcester, Mass. 16

NEWSPAPER OR ADVERTISING WORK desired by two Protestant young men; excellent characters. **H. J. MAGEE**, 21 Hewins st., Dorchester, Mass. 15

NIGHT WORK wanted by colored man in store, restaurant, or running elevator. **E. PRYOR**, 396 Northampton st., Boston. 14

OFFICE MAN desires position; twelve years' general experience handling order references, detail; best of references. **A. F. S.**, 709 Main, North Leominster. 10

OFFICE BOY desires work in broker's office or banking house; best of reference; references. **R. E. TAYLOR**, 4 Shirley st., Roxbury, Mass. 10

OFFICE CLERK 5 years' experience desires change of position, with chance of advancement. **W. G.**, 16 Evans st., Dorchester, Mass. 10

PHOTOGRAPHER desires position; experienced as operator, and the copying of photographs as specialist; 3 years' experience. **F. L. LOHR**, 10 Bromley pk., Roxbury. 15

PLUMBER desires steady work; strictly temperate and honest. **RICHARD B. BYRNES**, 581 N. Union st., Rockland, Mass. 16

PLUMBER, age 31, \$2 per day, 12 years' experience. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention No. 2681. 14

PICTURE FRAMER and mat cutter, experienced, organized, efficient manager; best of references; to be directed to **W. E. PRYOR**, 396 Northampton st., Boston. 14

PRIVATE SECRETARY desires position; capable position; capable of handling accounts; choice references. **C. H. SCHNEIDER**, 123 Elmwood ave., Cambridge. 12

REPORTER, collector or clerk, age 40, \$15-\$25 week; 2 years' experience. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention No. 2685. 14

SALESMAN desires position at once; experienced in seeds, hardware, paint, electrical goods, stones, etc.; good character; good position of trust; married man, or out. **E. C. M. KENNEY**, Wakefield, Mass. 10

SALESMAN wants to locate with wholesale house; no home; married; 10 years' experience. **A. F. WILSON**, 107 Pluckney st., Boston. Tel. 2012-2. 14

SALESMAN desires position at once; experienced in seeds, hardware, paint, electrical goods, stones, etc.; good character; good position of trust; married man, or out. **E. C. M. KENNEY**, Wakefield, Mass. 10

SHIPPER (27) desires position; 6 years experience, married; best references, temp. service. **J. G. A.**, 46 South Russell st., Boston. 12

SLEEPING CLERK (25), married; desires position; will take any kind of work; was in **JAMES P. DONNELL**, 72 Bidcliffe ave., Cambridge. 16

SALES MANAGER, instructor, salesman, desires position with corporation paying \$10,000 to \$25,000 annually; present contract expires; long experience; strict temperament. **TRAVELER**, care of C. N. Read, Room 15, Exchange st., Boston. 15

SALESMAN (48) desires position in non-residential or furnishing store; 15 years experience, married; best references, temp. service. **ROY L. CARLOW**, Red Beach, Me. 12

SHIPPING CLERK (25), married; desires position; good references. **A. F. WILSON**, 107 Pluckney st., Boston. Tel. 2012-2. 14

STOCK AND RECEIVING CLERK desires position; thoroughly experienced; understanding card and cost systems. **G. A. SCHNEIDER**, 123 Elmwood ave., Cambridge. 14

STENOGRAPHER, OFFICE ASST. (21) desires position; understands bookkeeping. **C. 551**, Monitor Office. 12

TAILOR, custom cutter or assistant. \$10-\$15. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention No. 2672. 14

TEACHER, drawing, manual training, public schools; wishes change; present position 18 years; draftsman 6 years; wood turning, pattern making, chipping, filing; drafting, applied arts. Address **E. B.**, Monitor Office. 14

TIN OR SHEET IRON WORKER, furnace or stove salesman, \$3 per day, age 32, 12 years' experience. All references. **STATE FREE EMP. OFFICE**, 8 Kneeland st., Boston; mention No. 2691. 14

SITUATIONS WANTED—MALE

UPHOLSTERER desires work for private families. **CHARLI PETERSEN**, 808 Roxbury st., East Boston. 12

GARDENER (30) desires position; by mid-age man as watchman; good references; unquestionable references given; holds fireman's license. **FRANK D. SPEED**, 12 Windsor st., Roxbury, Mass. 12

GARAGE—Young man (20) with good references, desires position in garage to learn business. **C. B. G.**, 342 Auburndale ave., Auburndale, Mass. 14

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GENERAL—Young man (28) wants position with firm; best of references. **WILLIAM F. CALLAN**, 149 Lamartine st., Jamaica Plain, Mass. 16

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RATES

One insertion, 12 cents a line.
three or more insertions, 10 cents
a line.

REAL ESTATE**REAL ESTATE****TIMBER LAND INVESTMENTS**

I OFFER FOR SALE TRACTS IN VARYING SIZES OF FIR, CEDAR, SPRUCE AND HEMLOCK TIMBER, LOCATED IN WESTERN WASHINGTON, OREGON AND BRITISH COLUMBIA. SUITABLY LOCATED FOR IMMEDIATE OPERATION OR HOLDING INVESTMENT. CORRESPONDENCE SOLICITED.

C. E. CUSHING

Reference:
Seattle State Bank.505 AMERICAN BANK BUILDING,
SEATTLE, WASHINGTON.**LARGE POULTRY PLANT**

55 Minutes from N. Y. 12 Room Building, 20 Poultry Houses, 10 Acres of Land. Price less than buildings cost. FRANK L. FISHER CO., 440 Columbus Ave., New York.

REAL ESTATE FOR SALE**CANADA WHEAT LANDS**

Large or small tracts in wheat growing districts. Special attention given to prospective settlers in American settlements.

JOHN L. WATSON,
WINNIPEG, CANADA.**FINANCIAL**


FOR SALE Tide lands at Tacoma, Wash. Do you want tide lands at once? Nothing in Tacoma with a future so alluring, and prices advancing so rapidly as tide lands. Write for full particulars and put T. R. FRIEND, Tacoma, Wash.

REAL ESTATE—NEW YORK

FOR SALE Family home or good investment, two-family brick house, 15 rooms, all improvements, 25 minutes from city hall, subway, trolley; equity \$3500. "OWNER," 711 Eagle ave., Bronx, New York city.

RESTAURANTS

SOUTH STATION RESTAURANT
ALWAYS ESSENTIAL to know a good place to eat, or drink, or have a meal in the South Station. You will find quick service and pure food at the restaurant and lunch room; accommodations for 600 people; all the conveniences.

J. G. COOPER & CO.,
Proprietors.**APARTMENTS TO LET**

CHARMING BUSINESS 384A CHAMBERS \$55 HOYVLSTON ST. BOSTON. Single \$20, \$25; all conveniences.

WINTHROP BEACH Apartments, 7 rooms, 2nd floor, rear, front entrance, fully furnished, 10-room house. Apply C. M. GOVE, 12 Forrest st., Wintthrop.

LAWYERS

CHARLES G. BALDWIN, Attorney and Counselor at Law, 204-5-Piper Building, Baltimore.

ELIJAH C. WOOD,
Attorney and Counselor,
218 La Salle street, Chicago.**REAL ESTATE NEWS**

Benjamin Snider has disposed of the new three-apartment house and about 4000 square feet of land at No. 10 Kilkenny road, Brookline, the purchaser being E. L. C. Wright, who bought for investment through the office of Frank A. Russell. The value of the above property is \$25,000. This is the second house in the stone and brick block of apartment houses at the corner of Beacon street and Kilkenny road, built last fall, to be sold and it is considered one of the most attractive in that vicinity.

The four-story octagon-front brick house recently purchased by Mr. Heller from Louisville V. Niles, at 620 Dudley street, Dorchester, has been resold by him to William P. Natale. It is near the corner of Burgess street, and the total assessment is \$11,500, the 2547 square feet of land being rated at \$2500.

Jacob Oshry has purchased from Henry T. Ripley a four-story brick house and a three-story brick house, at 190 to 196 Chambers street, corner of and numbered 27 to 29 Spring street, also cornering on Melville place, West End. Both buildings occupy 1300 square feet of land, taxed for \$4200, with a total rating of \$18,000.

Another Brookline sale made through Mr. Russell's office involves the estate located at No. 121 Colbourne crescent, comprising a stucco house, garage and 9905 square feet of land, owned by E. L. Capen Wright. The entire property is assessed at \$14,000, \$4500 being on the land. The purchaser was Benjamin Snider, for whom Mr. Russell has resold the estate to Dr. Hubert J. Williams, who buys for his own use.

Mr. Russell has also sold for William Canavan the estate located No. 24 Stedman street, Brookline, opposite the grounds of the Devotion school, comprising a private frame house and 6000 square feet of land, assessed at \$10,000, \$3400 being on the land. The purchaser was S. White, for occupancy.

ACTIVITY IN CITY PROPER. Several more parcels in different parts of the city have just been purchased by Isaac Heller, the well-known real estate operator. Of late Mr. Heller has invested extensively in South End property, having recently acquired a number of parcels in Washington and Tremont streets and many of the side thoroughfares.

One of the properties just purchased by him is 1462, 1464 and 1466 Washington street, belonging to the estate of Jonathan P. Plummer. The title is given by Irving Plummer, trustee. There is a large 3½-story brick house on the Washington street front and a large five-story brick house fronting on Mystic street. It adjoins the Hotel Dighton, corner of East Dedham street, and has a total assessed value of \$23,900. There is 4450 square feet of land, rated at \$10,600. The price far exceeded the total assessed value.

Isaac Heller has also closed the purchase of the parcel numbered 1190 to 1192 Tremont street, between Vernon and Whittier streets. It was owned by Gerald C. Tobey and Alice W. Ball, trustees. The consideration was above the total rating of \$6000. The land area is 6000 square feet. A building will be erected by him for a moving picture and vaudeville theater.

The property at 668 Tremont street, South End, recently purchased by Isaac Heller, will be improved. It was owned by the estate of Lucinda C. Collamore, and consists of a large three-story and basement brick house, between Pembroke and West Newton streets. The total rating is \$11,800, of which \$7500 is on the 2620 square feet of land. The price was above the total assessment.

Several other properties in other sections have also been secured by Mr. Heller. They include private dwellings and mercantile buildings. One is a large brick and stone apartment house situ-

LEASES WEST STREET PROPERTY.

C. E. Cotting et al., trustees, have leased through Watson G. Cutler & Sons the entire building numbered 30 to 34 West street to E. W. Burt & Co., now at 40 West street. The lease is for a long term. The lessee will occupy the first floor for the shoe business. The Universal Publishing Company, which has for many years occupied the upper part, has recently moved to its new building on Boylston street, and the brokers have leased the entire upper part to Charles N. Shaw of the firm of Page & Shaw, confectioners, for the manufacture of their product.

BIG FACTORY FOR CAMBRIDGE.

Agreements have been signed for the sale of 30,000 square feet of land bounded by Massachusetts avenue, Albany and Osborne streets, Cambridge, for the erection of a large building for factory purposes. The grantors are the Brooks heirs, in which family the property has been for several generations. The title will soon pass, and the erection of the building will be commenced at once. Watson G. Cutler & Sons were the brokers.

The heirs of James M. Hilton have sold to John H. Morse these estates in Cambridge: 56-58-60 Winthrop street, which consists of three three-family brick houses and 7022 square feet of land; a frame six family apartment house on Mifflin place next to the corner of Mt. Auburn street and 5011 square feet of land; also a lot on Mifflin place, containing 3000 square feet of land, all assessed for \$30,300. All these parcels are within a stone's throw of Harvard square, where property of this character commands good prices. The brokers in the transaction were Benjamin P. Ellis, Devonshire building, and F. A. Patterson.

SALE IN DORCHESTER.

The estate of Edith Chenoweth has conveyed to Israel Berns six frame houses numbered 8, 16, 18, 20, 22 and 24 Merrill street. The assessed value is \$10,700 on the buildings and \$4500 on the 14,764 square feet of land. The grantor was represented by Watson G. Cutler & Sons and the grantee by S. S. Barrows.

Several other important sales comprising improved property and vacant land have recently been closed in different

Classified Advertisements

Advertisers may have answers sent care of New York Office, Suite 2002-2003, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 100 Michigan Ave.

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Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

**... THE ...
Renting Question**

Where to find a house
Who has it for rent
How much to pay

READ THE ANSWER IN
Our Real Estate Columns

WOMEN'S SPECIALTIES**MAXWELL****59 TEMPLE PLACE****UP ONE FLIGHT.**

We make a specialty of 35 Hats.

See our Flower Hats and be convinced.

FOR SALE—White broadcloth evening coat; cost \$60; will sell for \$15. Address E. 51st, Monitor Office.

ROOMS

TOURISTS accommodated at 199 St. Bolop st. near Symphony Hall and opera house. Telephone 327-3 Back Bay.

ROOMS—NEW YORK

NEW YORK, 60th st. 129 West, just off Broadway; 72nd st. subway express station.

Rooms single or en suite; private baths; American plan only; table "the best in New York"; good food; reasonable rates; moderate. SPENCER SYSTEM. Superior Service. Standard for Comparison. See our advertisement under "Leading Hotels" Wednesday and Saturdays.

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ROOMS—NEW YORK

**Contributions on Topics of Interest
by Subscribers are Solicited.**

The Upper Freshness

A lady of the old school whose large family of thoroughly up-to-date sons and daughters are the admiration of their community alike for their ready wit and solid ability, says that the dinner-table talk of modern youth is incomprehensible to her. Every one of her flock tries to outdo the other in unexpectedness, in saying extravagant nothings in the cleverest possible way. No one seems to wish to be suspected of serious interest in anything in life; the soldier the actual vocation of any speaker the more would he or she pose as a butterfly. Her daughter who gives her time to social settlement work, for example, exploits an evening gown and pertinent personage with equal charm. The son who spends dingy days behind his law books has the languid insouciance of an old time dandy and would rather be caught without his cravat than be suspected of really meaning a word he says. Sometimes dim suspicion crosses the lady mother's mind that her ducklings say very important things with their air of distinguished raffery, but before she has time for analysis the group are all chasing merrily after some other feathered shuttlecock of purposeful banter. All of which is at least better than if they took themselves too seriously.

These stories of the flying men—the bird men, this tale calls them—are most of all delightful for the fresh air that pervades them. The present writer is reminded of an Italian voice master who during one of those rare Florentine winters when the Arno is frozen over used to greet his American pupils of a blustery morning with "Fraisich aerr—you Americans are always wanting fraisch aerr! I hope you have enough today." The freshness of the upper regions must make the lower levels seem breathless indeed when we shall have taught ourselves to feel at home up there.

REPUBLICAN ROME

Commandatore Boni's resignation from the commission on the monumental zone of Rome is nothing less than a calamity. His task was to save for the pleasure of the world the site of republican Rome in the now almost deserted region beyond the Esquiline.

What he has to contend with was the desire to "improve" this territory, disregarding its buried treasures, and more particularly the ambition to produce on the site of old Rome some sensational feature for the world's exhibition of 1911.

Evidently these forces have been too strong for him, and the commission which under his guidance seemed a pledge that old Rome would be saved for civilization becomes now a menace.

To establish spacious driveways in the monumental zone may be to lock up indefinitely or actually to destroy the most

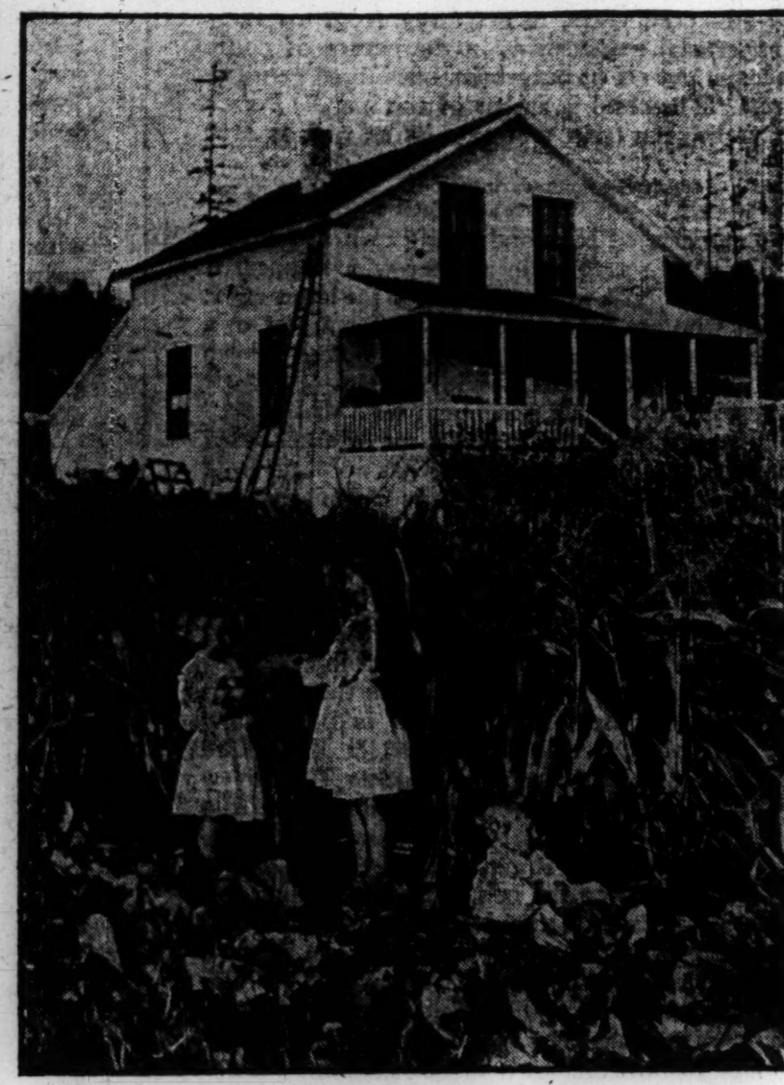
What the world is for us depends on what we are ourselves.—L. G. Janes.

Table Talk Today

A lady of the old school whose large family of thoroughly up-to-date sons and daughters are the admiration of their community alike for their ready wit and solid ability, says that the dinner-table talk of modern youth is incomprehensible to her. Every one of her flock tries to outdo the other in unexpectedness, in saying extravagant nothings in the cleverest possible way. No one seems to wish to be suspected of serious interest in anything in life; the soldier the actual vocation of any speaker the more would he or she pose as a butterfly. Her daughter who gives her time to social settlement work, for example, exploits an evening gown and pertinent personage with equal charm. The son who spends dingy days behind his law books has the languid insouciance of an old time dandy and would rather be caught without his cravat than be suspected of really meaning a word he says. Sometimes dim suspicion crosses the lady mother's mind that her ducklings say very important things with their air of distinguished raffery, but before she has time for analysis the group are all chasing merrily after some other feathered shuttlecock of purposeful banter. All of which is at least better than if they took themselves too seriously.

To hold one's tongue or speak truth . . . is the fairest conversation.—William Penn.

Little Sisters of the Corn



(Photo by H. A. French, Portland, Ore.)

A PIONEER HOME.
A home newly founded in forest clearings of the West.

Important archaeological evidences of republican and early imperial Rome. Moreover, there is no need that the city should spread in this direction, since available lands surround it on every side.

Nothing that affects the conformation and growth of Rome can be indifferent to the cultured world. It is at Rome that the craze of third Italy to build not wisely but gigantically and at utmost expense most threatens the inevitably diminishing remains of the greater periods. In this destruction there may be a kind of rough logic. New Rome may appear more tolerable when old Rome shall have been obliterated.

Mayor Nathan has just indulged in heroics to save for Rome—a beautiful statue that had been sent to Milan. That was well, but it would be better to retain for the conservation of the ancient city the heart and mind that love and know it best.—New York Evening Post.

The problem of high living or yet of the high cost of living would not seem to vex the home life represented in this scene. The easiest way to avoid a grocer's bill, said somebody, is to go out into the front yard and pick your corn and cabbages—or better yet, let the children pick them. Baby seated on the ground makes even the big burly cabbage beside her show forth its beauties of form and look almost like a bouncing rose, and the tall girl with the cascade of brown hair is a very daughter of Ceres and sister to the slender corn. The naturalness of country life for children is a strong argument for fathers and mothers, and with the dozen ways that the isolation of farm life is now relieved one would hardly think the children could lose anything at all proportionate to what they gain by life where "the freshness of the early world" is still to be tasted.

WATCHMAN, WHAT OF THE NIGHT?

THE great value of the Bible to the Christian learner is that the experiences of individuals and groups of people as these set forth may be read as a type of the spiritual struggle of every man or woman who is trying to make what Mrs. Eddy describes as the "passage from sense to soul, from a material sense of existence to the spiritual," (Science and Health with Key to the Scriptures, p. 568). For example, the story of the children of Israel breaking away from the bondage of Egypt and their long wandering in the wilderness with all its ups and downs of faith and hope before they reached the promised land, types the struggle of each one to break away from his devotion to material things and the time of seeking and journeying and testing that must be passed through before he is finally freed from materialism. Again the earthly experience of Jesus is the wonderful type of what the experience of his followers must be. He said, "I am the way," and while we know that this referred to his walk with God in Spirit, in the Christ consciousness, we see too that the events of his earthly career, spiritually seen, prefigure what his followers go through.

The very coming of the Bethlehem

Babe types the birth of spiritual consciousness to each one. Mrs. Eddy speaks of the "new birth going on hourly" (Science and Health, p. 548) and over and over again one seems to go through the same awakening as came to the shepherds while they kept watch over their flocks by night. The shepherds may be seen as types either of the individual watcher, keeping guard over his own meek obedient thoughts, or as a type of those who, like Peter, more advanced in spiritual understanding, are commissioned to feed and guard the Master's flock. To the worker for others as well as to him who has only his own thoughts to keep there are often hours that seem dark. The faithful shepherd sleeps then, but the faithful guardian of his trust keeps watch by night as well as by day; and for the steadfast watcher the darkness is sure to be illumined by the heavenly light and the silence thrilled by the songs of angels. The resisted fear and discouragement suddenly cease their stealthy advances, driven afar by the angel's commanding word, "Fear not." Then the lonely worker and watcher rises again to the present consciousness of God with him. The good tidings of great

joy sing themselves to him, and he knows that they are alike for all people. The sick over whom perchance his watch has literally been held through a gloomy period of threatening disaster hear the message, too, and are lifted to rise and accept the spiritual idea of God and man.

The story of Jesus also signifies the value of meekness and humility. Outcast from the house of worldly ease and prosperous self-satisfaction, the Bethlehem Babe is born in a manger. Those who, would follow where the heavenly preasege leads must not expect to find the divine idea in kings' palaces; that is, among the gorgeous trappings of mortal experience or the pride of the human intellect. Spiritual sense is rejected by mortals who live only in the objects presented to them as matter or in the material sense of all things and conditions. It is only when we see the meager barrenness of mortal mind, and recognize that it is nothing better than a stable where animals are tended, that we can discern the adorable greatness. It is only as we recognize our need of spiritual enlightenment that it can shine for us. If we are at ease in our inn we shall sleep oblivious of the wonderful one who has appeared to the waiting, watchful and humble.

The character of this watch whereby we are enabled to entertain angels is indicated by Mrs. Eddy in Science and Health, page 234. She says that we must "guard against false beliefs as watchfully as we bar our doors against the approach of thieves and murderers." This is an emphatic statement of the case, but when this infant life in and of Spirit has smiled on the hitherto earth-bound thought, we see it as a precious possession indeed. We are then as deeply concerned to cherish this radi-

Works of John Macallan Swan, R. A.

JOHN MACALLAN SWAN received his early training at three English art schools, Worcester, Lambeth and the Royal Academy. In Paris he learned painting under Gerome, Bastien-Lepage and Dagnan-Bouveret, and by the advice of Gerome began to apply himself to modeling. Mr. Swan exhibited at the Grosvenor gallery in the days when Burne-Jones made that gallery so popular.

Poets' Position on Suffrage

Alexander Pope's position on the suffrage question is squarely taken in the following lines:

Can he
That has a wife, e'er feel adversity?
Would men but follow what the sex advise,
All this would prosper, all the world grow wise.

Christoval de Castellijo goes even further when he says: that without women life would be

A reason with no resting place,
A castle with no governor to it,
What are we, what our race,
Without fair women to rule it,
No should woman in night and woe,
Without fair woman to lead us? . . .
All that is good is theirs, is theirs,
All that is great is theirs, is theirs,
And if a beam of glory yet
Over the gloomy earth appears,
O 'tis theirs, O 'tis theirs.
They are the soul, the soul, the seal,
Of human hope and human woe.

Write it on your heart that every day
is the best day in the year.—Emerson.

lar to the admirers of his art. He was early appreciated in Holland, and was elected a member of the Dutch Water-Color Society in 1885, receiving "honorable mention" at the Paris Salon in the same year. In 1889 he gained a silver medal at Paris, first and second gold medals at Munich, while at Burlington House the same year he exhibited "A Young Himalayan Leopard" in bronze, and a picture, "The Prodigal Son." The last named picture was bought for £700 by the Chantrey bequest, and now hangs in the Tate gallery. In 1894 he became an Associate of the Royal Academy, and in 1905 full Academician. He was an honorary member of the Secessionists of Berlin, Brussels and Vienna.

Mr. Swan was a constant visitor at the Zoological Gardens, and in 1904 showed some studies of beasts at the Fine Art Society. As a draughtsman he was far truer than Landseer, a far better colorist and of much greater imagination. The sentiment of the older painter has, however, secured for him a wider popularity. Swan was appreciated by the advanced school of both English and continental critics. There are but few of the great modern collections of Dutch and French work that could not boast of some example of his talent. Though he is chiefly famous for his animals, his pictures and sculptures in which the human figure is treated are equally excellent. Possibly of late his work has been somewhat monotonous.

The Apple's Ancestral Tree

The most valuable fruit tree in the temperate zones is the apple. Pyrus malus, the parent tree of the thousands of varieties that are known in orchards, was probably a native of the northwestern Himalayas, and the genus is represented in North America by five small trees and two shrubs. The first of the species is the familiar wild crab apple, a tree of elegant habit, with large and fragrant flowers which do not appear until after the blossoms of other apples have fallen. The fruit is still more fragrant, and it hangs on long stems and remains on the branches until after the leaves have dropped. The southern crab (pyrus angustifolia) is still more beautiful, indeed it is not surpassed in beauty by any of the smaller North American trees when in early spring it lights up the gloom of the pine forests with its bright flowers. The Oregon crab (pyrus rivalis) resembles the first named, and its fruit has a pleasant sub-acid flavor. Pyrus Americana is the American mountain ash, a tree which reaches its best development on the northern shores of lakes Huron and Superior. It is often planted for its ornamental fruit, but it is not so handsome as pyrus sambucifolia, another species, which is distinguished among all the race for its large and brilliant fruit. It develops its beauties to the full in northern Vermont and New Hampshire, in Wisconsin and Minnesota, its glittering fruit making it a most conspicuous and beautiful object in autumn and early winter.—Green's Home Companion.

Quite at Home

Bacon—And did you feel at home travelling in Russia?

Egbert—Oh, quite at home. When the brakemen called out the stations I couldn't understand them any better than I can over here.—Yonkers Statesman.

Let a man do the work he knows best.
—Cicero.

Col. Roosevelt's Visit to London

OF the many names that have been before the public during recent years, there is none with which the world is more familiar than that of the ex-President of the United States of America, Theodore Roosevelt. The accounts of the trip which he undertook

shortly after relinquishing the high office he had held with so much success, have been read with the greatest interest by Englishmen as well as by Americans. One is sometimes led to wonder when perusing the reports of the progress of his party through the great continent, if there is any circumstance in which Mr. Roosevelt would not find himself at ease. From the White House to the African plains and jungles is a far cry, but the ex-President is evidently as much at home in the latter as he was in the former. The tour is drawing to a close, and it is said that Mr. Roosevelt is to pay a visit to England, when he will be given a public reception at the Guildhall by the corporation of the city of London.

In this connection we are reminded that the mayor and corporation will be following a very excellent precedent, namely the welcome extended to General Grant, who, after his presidency, paid a visit to London and received the honorary freedom of the city in a gold box "in recognition of the distinguished ability with which he had governed his country and the eminent services he had rendered to the cause of civilization by maintaining amicable relations with foreign nations." The presentation to General Grant was made on June 15, 1877, and was followed by a state luncheon at which the lord mayor presided.

The great modern recipe is to work, still to work and always to work.—Ex-change.

Seek a convenient time to retire into thyself and meditate often upon God's loving kindness. If thou withdraw thyself from speaking vainly and from gadding idly, as also from hearkening after novelties and rumors, thou shalt find leisure enough and suitable for meditation on good things.—Thomas a Kempis.

Children's Department

Boy Blue

Little Boy Blue, sleep calm till morn,
There are no sheep or cows in the corn,
For Love guards all this summer night.
The sheep and cows and the lambskins white,
All are there in their own right place,
So dry your tears and wash your face.

Blow, blow, Boy Blue, on your old-time horn,
But blow for joy, Boy Blue, in the morn.
—M. K. Burr.

Toil on, faint not, keep watch and pray.

Be wise the erring soul to win,
Go forth into the world's highway,
Gospel the wanderer to come in.
Toil on, and in the toil rejoice,
For toil comes rest, for exile home,
Soon shalt thou hear the bridegroom's voice,
The midnight peal, "Behold! I come!"
—Bonar.

TODAY'S PUZZLE

RIDDLE.
I hold more strength in check than is my own.
I guide and lead the way.
I am obeyed that good may come,
Yet not one word I say.
All nations 'neath me bend a servile knee.

I claim the right of church and state.
I am the power of those of pedigree.
And always to high duty must relate.
And yet I'm dashed upon the earth and lost.

I come with tempest and turmoil.
I am the gift of poor, and without cost.
I help the reaper in his arduous toil.
—Youths Companion.

ANSWER TO YESTERDAY'S PUZZLE

PUNCHING BAG.

Teacher—Johnny, can you tell how the age of a chicken is determined?
Johnny—Yes'm. By the teeth.
Teacher—Why, chickens have no teeth.
Johnny—No'm; but we have.—St. Louis Times.

**A Page of Interest to All
the Family**

EARLY VIOLETS

MARCH and violets! My heart leaps three feet by three, the frame of old waste lumber picked up about the place. Through the summer I allow my cuttings to grow without the frame, putting this over them at the approach of cold weather, but not putting the glass on until there is danger of frost.

Old plants bloom lightly the second season, hence the plan of making cuttings and raising strong, stocky plants during the summer, to insure a wealth of beauty and fragrance in the spring.

There are several varieties of this exquisite flower, but none more satisfactory, if any quite the equal of the hardy one from California.

If you have nine square feet of earth, my advice is to cover it next autumn with a cold frame full of violets, and when another March shall make good its pledge of sun and warmth, experience for yourself the joy that mine even now in anticipation of what any morning may yield me of fragrant beauty.—World Today.

Uplift

Down through the dingy street they come—my doves.

Soft gray and white, with rainbow rings.

So gently they alight and wait for crumbs.

And all the gloom of city street is lightened by their presence, these dear doves.

Quite at Home

Bacon—And did you feel at home travelling in Russia?

Egbert—Oh, quite at home. When the brakemen called out the stations I couldn't understand them any better than I can over here.—Yonkers Statesman.

Let a man do the work he knows best.
—Cicero.

Some Vicissitudes of the Great Seal

As the lord chancellor must have the great seal in his personal custody, he is the only member of the British cabinet who is not allowed to go outside Great Britain. When Cardinal Wolsey was lord chancellor he took it with him on a visit to France, and thereby hastened his fall in the opinion of many. The great seal, which is a double silver disc into which molten wax is poured when an impression is required for a state document, was once used for culinary purposes.

While Lord Chancellor Brougham was staying in 1833 at Rothiemurchus, the Scottish residence of the then dowager Duchess of Bedford, the ladies of the party got possession of the great seal and hid it, much to the lord keeper's distress of mind, for he feared it was lost. He was blindfolded by the ladies and sent to search for it in the drawing-room. At last, to his intense joy, he dragged it forth from a tea-chest and then to celebrate its recovery, used it for making pancakes in the kitchen.—Harpers Magazine.

Thus came the lovely spring with a rush of blossoms and music,
Flooding the earth with flowers and the air with melodies vernal.

—Longfellow.

Science and Health

With Key to the Scriptures

The Text Book of Christian Science

BY

MARY BAKER EDDY

ADDRESS
Allison V. Stewart
PUBLISHER
Falmouth and St. Paul Sts.
Boston, Mass.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, March 10, 1910.

The Growing World of Sport

it will contest with the British Association team to decide which one of them shall go to New Zealand this summer for the purpose of winning the Davis International Tennis cup from its present defenders, the Australasian Association tennis team. During the coming autumn, polo teams from England and far-off India will come to America to try for the international championship. Only a few months ago the University of Wisconsin baseball team returned from a tour of the principal cities of Japan, in each of which was played a series of games. About the same time a Cuban baseball team played opposing nines in several cities of the United States.

The passing of every year shows a marked increase in the number of sports in which players compete for international honors. The present year's outlook for all forms of athletic competition is very bright. In golf, tennis, rowing, baseball, polo and all kinds of track and field sports an unusual interest is being manifested. Peoples of all countries and of many races are joining one another in friendly contests. They are meeting and studying men under the most searching conditions, calculated to bring out their best qualities. The race is learning the proper and normal relations of sport to work. People are realizing that the one is as beneficial as the other for the full rounding out of men's natures.

International contests are teaching us how the peoples of other countries have learned to play. Men may well find pleasure in clean games and sports, and on occasion may welcome a chance to measure strength and skill and wit with some one in a friendly way. The ever-bubbling spirit of youth, the world over, likes to be out in the open and to shout and play.

Men are only boys grown tall,
Hearts don't change much, after all.

It is sometimes hazardous to establish a precedent. The published report that a boy wrote to President Taft for his photograph and his autograph and got both may serve to increase the volume of the President's mail for some days to come. The number of boys, youthful and grown up, who would prize such a gift must be considerable.

THE first of a fleet of nine whaling vessels that have been outfitting at New Bedford sails today in quest of the great mammals whereof the capture was in former years the object of a flourishing New England industry and the means of amassing many substantial fortunes. The present activity in the whale fishery is due to the fact that the sperm oil market is depleted and the price is up to sixty-five cents a gallon. Then whalebone is in steady demand at very profitable rates; while there is always the possibility of running across a lump of ambergris worth more than its weight in gold. Most of these nine whalers will make only short voyages, going to the Hatteras grounds in the North Atlantic; two or three, however, will make extended cruises to the West African coast waters.

Nantucket, long the world's greatest whaling port, embarked in sperm whale fishing as early as 1712; and in 1774, before the opening of the war of independence, a fleet of 360 vessels was engaged in it. This fishery reached its climax in 1846, when it occupied a total of 735 vessels, having an aggregate capacity of 233,199 tons. Americans did not go into Arctic whale fishing until 1848. In the three years following 250 ships obtained cargoes in the Behring strait fishery.

For various reasons, the whaling industry at Nantucket, New Bedford and other of our ports declined until there were very few ships visiting the fishing grounds. The spirit of adventure, the courage and the enterprise possessed by the whaling masters of former days have not passed away, but in the later generations they have been manifested in other fields. Now that they have turned again to the old-time channels we have no doubt that even larger success than was achieved in the palmy period of the past will be the reward of the fishers of today. It is gratifying to witness a revival of the pursuit. We want our industries to be as diversified as possible, and this has promise of profit.

PERHAPS some of the American jingos who seem to be fond of starting talk of war between the United States and Japan get a certain per cent of the money paid for the cablegrams which their remarks start to buzzing back and forth under the seas. Even international war "talk" is rather expensive.

Street-Car Manners

MAYOR GAYNOR addressed 2500 children attending one of the New York public schools a few mornings ago and during the course of his remarks he recounted his experiences as a "strap-hanger" on his way to visit the school. He told the boys and girls how he had found the car crowded when he entered and many women standing. He saw sitting in front of him five young men who appeared to be enjoying themselves comfortably. One told the others that the mayor was standing in front of them. He saw them smile at a young woman who was standing near but none of them offered a seat to a girl. The mayor's comment on what he saw of the people about him while clinging to the strap was brief but significant. He said: "This condition is due to bad early training and nothing else. I am glad to see that politeness is taught in this school, and I hope more attention will be paid to it in all the schools."

In ascribing what he deemed to be bad manners on the part of the young men to their faulty early training, the mayor, no doubt, hit upon the true source of their courtesy. "Once a gentleman, always a gentleman," is a truth that wears well. It is very difficult

for a boy, in his more advanced years, to get away from his early training. There are superficial mannerisms in the nature of polite veneering that may be easily put off or outgrown, but inbred gentility is very likely to endure. "The child is father of the man." Pope's lines, although they have become trite, still express as well as ever the truth that

'Tis education forms the common mind;
Just as the twig is bent the tree's inclined.

That the street-car manners of boys and young men are not all that could be wished is further set forth in a letter which appeared recently in a New York paper. The woman writer of the letter says: "It is not the young men who are polite enough to offer a seat to a woman, as a rule. The young men and boys usually not only keep their seats but stare at a woman indignantly if she happens to hit their paper, or, in the sadly crowded car, come in touch with their feet." Just what there is about the atmosphere of a street-car or an elevated car that seems to make people think that politeness has no place amid such surroundings, no one is quite able to say. It is fortunate, after all, that the number of those who are not unmindful of their fellow passengers' comfort is by no means inconsiderable. Mayor Gaynor's reminder may be the means of increasing the proportion.

Governor Draper and the Railroads

HOWEVER opinions may differ as to details, the general proposition involved in Governor Draper's policy with relation to the railroads doing business in this state, and especially with reference to the Boston & Maine and the controlling company, the New York, New Haven & Hartford, must appeal to those who look to the practical rather than to the theoretical side of things. In theory it might seem best for the people to deal with public service companies with a heavy and uncompromising hand, conceding to them the least and exacting from them the most possible, but corporations being human institutions and managed to a very considerable extent by men who are moved by sentimental as well as by business considerations, in practise it has been found profitable for states and communities to pursue toward them a policy of give and take.

In the speech at the annual banquet of the Malden Board of Trade on Wednesday night, the Governor presented a few striking facts to illustrate the good results that have followed an intelligent and fairly liberal policy in dealing with the Boston & Maine and New York, New Haven & Hartford roads. Since the bill providing for the holding company was passed something like \$16,000,000 has been set aside for improvements by the former company, and in making this announcement, the Governor added: "I submit that this shows and proves a distinct and most important advance in the improvements of this great railroad system, and shows that the people owning this railroad intend to expend great sums of money in its betterment."

He called attention also to the fact that the New York, New Haven & Hartford railroad is at present eliminating grade crossings in Massachusetts at a cost of about \$5,000,000; that it is considering an improvement between Fall River and Providence and New Bedford that will cost several millions, that it has made arrangements for the establishment of a purchasing agency in Boston that will add from \$40,000,000 to \$50,000,000 a year to the business of the city, and that it stands prepared to spend millions on a tunnel between the North and South stations.

Something more than mere theorizing will be necessary to upset arguments of this character. Proper safeguards for the public interest are necessary and must always be provided, but when they have been provided, the next step in the line of sound policy is to encourage in every legitimate way those public service corporations that are striving to meet public needs.

CHANCELLOR VON BETHMANN-HOLLWEG a few days ago made an unexpected speech in the German Reichstag on the subject of Anglo-German relations. His utterances made a considerable impression and were much commented upon in the press, not because of anything new or original contained in them, but because of the eagerness with which the chancellor seized an opportunity afforded him by a socialist deputy's reference to the naval situation to speak on the brightening outlook in the relations between the two countries. He spoke with great warmth, extolling their mutual efforts at reconciliation and denying the charge that Germany was building warships "on the sly," over and above the number laid down in the official program known to all the world, a charge which has recently been revived with certain remarkable particulars. There was nothing in this extempore speech that recalled the dry, abstract, speculative manner displayed by the chancellor in several of his preceding speeches on internal matters, the tone of which had so displeased the German Liberals and Radicals. It was full of animation and directness and unquestionably went home—a notable peace demonstration in its Anglophilic spirit.

The speech comes immediately after the visit to Berlin of Count Aehrenthal, the Austro-Hungarian minister of foreign affairs, and this circumstance invests it with especial significance. The main topic of the conferences between him and the German Emperor, the chancellor and the foreign secretary, was undoubtedly the critical situation in the Balkans and the restoration of at least normal relations between Austria-Hungary and Russia for the preservation of the supposedly imperiled status quo south of the Danube. Since the meeting at Racconigi, however, it has become manifest that the time is forever past when special pacts between the two rivals for Balkan control—such as the Muerzsteg agreement between Russia and Austria of some years ago—may dominate developments in southeast Europe; Bulgaria and Servia can no longer be ignored and Turkey can no longer be bullied. Hence the importance of the visits of the Kings of Bulgaria and Servia to St. Petersburg—the former past, the latter prospective—for neither can approve the preservation of the status quo in Macedonia. Hence also the importance of the extraordinarily aggressive attitude of the Young Turks in regard to the Macedonian and Cretan problems.

With a radically changed Balkan situation, the readjustment pending between Austria and Russia requires the cooperation of all the powers and is thus bound to bring sharply into focus the comparative strength of the two groupings of which the one comprises England, France and Russia, and the other Germany and Austria, with Italy, though allied to the last, leaning more and more to the first. Chancellor von Bethmann-Hollweg's spontaneous peace oration throws much light on the question. Incidentally, it is a tribute to King Edward's master policy of world-wide ententes, sometimes called the league of peace.

THE select committee of the United States Senate, which is inquiring into the increased cost of living and its cause, listened on Tuesday to the testimony of retail meat dealers of New York, Philadelphia, Baltimore and Washington, and all, with the exception of one who is a butcher, admitted that prices had advanced at least 10 per cent within the last year. The testimony was unanimous with regard to the blamelessness of the retailers for this condition. Each of them firmly and persistently denied that the increase in prices was a consequence of the exaction of larger profits on the part of the retailer, and one of them, a New York marketman, told the committee that competition among the retailers in his city was so keen that they had been unable to keep pace with the steadily increasing prices which the wholesalers had forced upon them during the last fifteen years.

Those who are thinking of following this investigation to the end might as well be prepared for a continuance of testimony of this character. It will doubtless be repeated, with slight variations, by the wholesalers, the packers, the livestock commission men, the drovers, and, finally, by the livestock raisers, whether they be ranchers or farmers. That is to say, the responsibility will always be a little farther along, and not without reason will each particular set of witnesses insist upon shifting it—the tendency of all the testimony being to fix it upon conditions beyond the control of individuals, combines or trusts.

The free range is a thing of the past. Save in isolated cases now, cattle for the great markets of the middle West must be fed and fattened on expensive feed. Everything that goes into the production of meat has advanced in price, and, judging by what they have already had to say in their defense, we shall in all probability find the ranchmen, the farmers, the drovers, the livestock commission, the packers and the wholesalers testifying, as do the retailers, that the high prices have rather lowered than raised their profits.

Rural Delivery Goes Forward

IT MUST be patent to even the most casual observer that if deficits are to be overcome in this country it will not be by checking or limiting any useful public service. The effort to prove that rural free delivery is one of the prime causes of the deficit in the post-office department may have been in a degree successful, but public sentiment favorable to the extension of the free delivery postal service, rural and otherwise, has not been affected by this fact in the least. And in this matter Congress is responsive to the popular demand. Instead of reducing the number of rural delivery routes, in order to check the deficit, as some people have advised, an increase has been made in the postoffice appropriation bill sufficient to cover the cost of establishing and maintaining 30,000 additional rural routes next year.

Rural free delivery has now become one of the permanent charges against the United States treasury. During the formative stage of the service it will probably fail to make financial returns commensurate with its annual cost. But its value cannot be measured in dollars and cents. It is adding immensely to the convenience and comfort of country life. It is contributing immensely toward the intellectual uplift of the great farming communities of the nation. Its influence in making the rural districts pleasanter for young people, by bringing them into closer touch with the daily affairs of the world, and especially in making young men more content to stick to the soil, will be worth many millions more, if the proposition must be reduced to a money basis, than it will be possible to sink in establishing it.

WHILE the proposition to lengthen the term for which our Presidents are elected to office has been discussed less of late than formerly, the opinion is still prevalent, no doubt, that a longer rather than a shorter period of service would be desirable. On the other hand, Great Britain is planning to shorten the parliamentary term from seven to five years. But our neighbors overseas do not have to enthrone a new King with the beginning of every parliamentary term or perhaps they would favor having the terms made longer instead of shorter.

ON THE last day of the present month, the maximum clause of the Payne tariff law will become operative against those countries which in the opinion of the President discriminate unduly against the United States. An agreement by which Canada will be given title to our minimum tariff rate has not as yet been reached. Messrs. Pepper and Emery, despatched to Ottawa as special commissioners from our government to arrange, if possible, a basis of settlement with the Dominion government, have returned without accomplishing the purpose of their mission, but not without overtures that give fair prospects of an amicable understanding between the two nations, and one that may lead to more satisfactory commercial relations than have existed between them for a third of a century.

One of the good results of the visit of our commissioners is the uncovering of the cause of past and present disagreements. These are and have been, it seems, the result of fundamental differences in the tariff laws of the two nations, or to put it, perhaps, more correctly, the result of the inelastic tariff system of the United States, which permits of no adjustments of the schedules to meet special conditions. In the present instance, the best we can offer Canada in return for any favor we may ask at her hands is the minimum tariff, which is no more than is granted to any nation that does not discriminate commercially against us, and less than France is willing to do in consideration of Canadian trade concessions.

It may not be possible at once to make a change in our tariff law that would enable the President to enter into a special and mutually satisfactory agreement with Canada, but the report of Messrs. Pepper and Emery, especially if it shall be emphasized later by an interruption of our trade relations with the Dominion, should prove most influential in bringing about legislation extending the jurisdiction, usefulness and powers of the tariff board.

THE unfavorable attitude of the House committee on naval affairs toward Commander Peary, who, according to the experts who examined his data, was successful in reaching the pole, makes the public almost tremble to think what would happen to Dr. Cook had he offered his papers to our congressmen instead of sending them to Denmark.

A Tariff Arrangement with Canada